

monthly report

May 14,
1963

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NEW JERSEY STATE HIGHWAY DEPARTMENT

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MAINTENANCE

A recent review of the 1962-63 snow season revealed a curious pattern across the State. In District One the northwestern section, the Department's forces were called out 24 times for snow and 22 times for ice, making a total of 46 calls. On eight of these occasions, it was necessary to call out contractors. The number of contractors called ranged from 20 to 46. At the other end of the State in District Four the Department's forces were called out five times for snow and 14 times for ice, making a total of 19 calls. On only two of these cases was it necessary to call out contractors. On one occasion 14 contractor sections were called out, and on the other occasion 17 of them.

A summation of the Department's snow and ice control activity during the winter is attached to this report.

The forces of the Bureau of Maintenance were engaged in nine construction projects for other departments in the State Government, five for their own Division and seven for the Division of Roads. They were also engaged in 17 bridge painting jobs, 11 deck and fender repair projects, 45 superstructure maintenance jobs and 8 substructure maintenance jobs. There were 1,221 signs fabricated and 1,175 erected. The total of 2,385,437 feet of 4-inch lane line paint was applied. Other

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MAINTENANCE, cont'd.

maintenance jobs ranged from 73 minor resurfacing projects to 609 shoulder maintenance jobs. Four construction projects were accepted for maintenance involving 2.66 lane miles of pavement and 7.277 acres of roadside.

The Electrical Bureau reported that it had installed three new traffic signals in the past month and revised three. So far this fiscal year, 62 new traffic signals have been erected, 44 have been revised and 8 have been replaced. There are 16 new signals under construction, 13 revisions are in progress and 3 traffic signals are being replaced. Incidentally, we now have 1,105 traffic signals in operation. That these signals lead a hazardous life is demonstrated by the fact that equipment was knocked down at 27 locations in the past month.

ENGINEERING COMPUTER

Work on a computer program for determining completion dates for various segments of New Jersey's Interstate System continues to progress. So far, the Interstate Critical Path Study is about 50 per cent complete. Estimates of construction time have been completed. Right of way time remains to be estimated together with some engineering time. This is progressing. The Principal Engineer in charge of the Computer Section recently attended a regional conference on improved highway engineering productivity in Chicago, Illinois. Most of the discussion centered around use

ENGINEERING COMPUTER, cont'd.

of the critical path method of scheduling projects and keeping them on time. A number of new methods of printing out computer results were demonstrated including machine plotting of cross sections. There was also a very interesting demonstration of remote traffic light control in congested areas via computer and telephone connections. A model traffic signal in Chicago was controlled from a computer located in Indiana. This type of arrangement might have many benefits in a State which experiences such heavy traffic volumes at peak hours as New Jersey.

ACCOUNTING

The Division of Budget and Accounting has approved acquisition of an IBM 1401 computer oriented system for our accounting unit and it is expected to be delivered in October. This system is completely compatible with the IBM 1620 engineering computer we presently have in operation. We are already in the process of writing and testing computer programs for the 1401 so that our present accounting procedures set up on our current available computers can be converted without any loss of time. We have also selected three programmer trainees for training and they completed their three week basic computer programming course on May 10.

RESEARCH

We have completed arrangements with the Federal Bureau of Public Roads for a research project on Interstate Route 80 in Bergen County, where a variety of test sections will be constructed. These sections will include two types of pavement heretofore untried in New Jersey.

The length of time required for proper evaluation of some pavement sections may be puzzling to the laymen. The regular reports from our Bureau of Engineering Research indicate tests on certain sections of pavement month after month for periods of many years. For example, on Route 130 in the vicinity of Deans a three-quarter mile long experimental section of flexible pavement was constructed in 1949. Periodic cross section measurements have been taken at numerous locations along this section since then. From these measurements, after this elapse of time, it is now possible to say that the major changes in elevation and cross section occurred during the early life of the pavement, since the annual changes recently recorded have been very slight. Apparently, due to the combined effects of time and traffic this pavement has now reached a very stable condition and is serving satisfactorily. In the same vein,

RESEARCH, cont'd.

the Bureau has been taking large gauge plug measurements at a large number of selected cracks in the experimental continuously reinforced concrete pavements constructed on Route 130 in 1947 in the vicinity of Hightstown. These measurements reveal that although the cracks are prominent from a visual standpoint, the amount of seasonal change in their width between winter and summer is very slight -- less than one-hundredth of an inch. This pavement is also performing very satisfactorily.

Department representatives recently attended a conference at Stevens Institute of Technology to determine whether that institute is in a position to conduct research in certain areas for the Department. These meetings will be continued. Conferences were also held with engineers associated with the Atlantic City toll road to discuss the pavement to be constructed between Atlantic City and the Route 42 Freeway.

CONSTRUCTION METHODS

The use of curtain walls in connection with bridge abutments in areas of rockcut has presented a certain number of problems to date due to the lack of blasting restrictions.

A typical example would be that of a bridge to be constructed across a depressed roadway in shale or sandstone. If the cut is made through 10' of overburden and 10' of shale, the bridge abutment would normally be placed on the top of rock. A curtain wall of

CONSTRUCTION METHODS

reinforced concrete is poured to face the rock below the abutment. This practice results in a considerable saving over the construction of the abutment all the way down to a point below the grade of the depressed roadway. The prime requirement, however, for success is a smooth vertical or near vertical wall of relatively stable rock against which to pour the curtain wall.

It has been found on some past construction projects that over-breakage of the rock walls, particularly in shale and sandstone cuts, due in the main to a lack of proper restrictions in our specifications has resulted in the necessity for additional rock excavation in the abutment areas and the construction of the footing for the bridge below the bottom of the depressed roadway.

The line drilling or pre-splitting which the bureau is currently also advocating in roadway rock cut areas where right-of-way is critical appears to be the obvious answer. Although we are calling for it on several contracts still in the planning stages, none has yet been so built according to plan.

Johnson, Drake and Piper, contractors for the construction of Route 80, Section 5F, were recently prevailed upon by the Bridge Division to employ a system of pre-splitting for the curtain wall of the bridge at Teaneck Road although this was not required



CONSTRUCTION METHODS, cont'd.

of him by his contract. After excavation to the top of rock, an interbedded shale and sandstone, 3" diameter vertical holes were drilled on 18" centers along the line which was to serve as the back form for the curtain wall. One third of a 1" x 8" stick of 40% gelatin dynamite was spaced every 18" through the depth of each hole tied to a length of primacord. The holes were stemmed with gritsand a maximum of 10' of line were shot at one time. The length of line shot at any one time was determined by the Mine Safety Engineer through analysis of seismograph readings.

The attached photograph illustrates the difference in results due to normal blasting (foreground and presplitting where the abutment and curtain wall will be constructed.

STATE AID

Activity on State aid projects has increased materially during the past month. Bids for 91 projects were received during April as compared with 36 in March. While no county construction projects were completed during April, 16 municipal construction projects were completed. It should be noted that only a very small percentage of State aid to counties is used for construction. Plans for reorganization of the State Aid Division are progressing. Potential field office space has been located in Freehold, Teaneck, and Parsippany-Troy Hills. Existing and anticipated surpluses in

STATE AID, cont'd.

the Division's operating budgets will provide funds needed for this change in organization.

SAFETY

During the past month emphasis was placed on construction safety practices and continued inspections on the job site after regular working hours, Saturdays and Sundays, to insure that there is adequate protection for the motoring public. Revision of nighttime lighting and appropriate delineation of the work site is presently underway, and eventually this will be incorporated in the contractor's supplementary specifications.

SECURITY

In the Newark installation we now have three full time Guards. This unit is working on a 16 hour work day basis, that is, from 4 p.m. to 8 a.m. On Saturdays, Sundays and holidays, the station will be covered on a 24 hour basis. Improvements, security-wise, have been made at the Toms River Garage and the Vineland Garage, along with the Newark installation.

Further studies are being prepared toward tightening up security in all State Highway Department units. Regularly scheduled security inspections are being carried out after working hours. A great improvement has been noted in the manner in which installations and equipment are secured after working hours.

DIVISION OF RAILROAD TRANSPORTATION

The Division conducted a number of hearings during the month on petitions filed by various railroads for the termination of certain passenger service. Orders are being prepared in accordance with the Railroad Act and the terms of our contracts with the carriers. These hearings covered:

1. A petition by the Reading Railroad to terminate certain trains operating between West Trenton and Bound Brook Junction.
2. A petition filed by the Central Railroad of New Jersey to terminate certain weekend trains now connecting with those which would be terminated by the Reading Railroad.
3. A petition filed by the Pennsylvania Railroad to terminate its remaining service between Trenton and Camden.
4. A petition filed by the Pennsylvania-Reading Seashore lines to terminate certain trains between Philadelphia, Camden and the shore.

The Division also participated in meetings with the New Jersey Public Market Commission to assist in the preparation of a contract between the Commission and the Pennsylvania Railroad.

INTERSTATE ROUTE 78 - NEWARK

In company with Governor Richard J. Hughes, the Commissioner and members of his staff visited Newark May 2 at the invitation of Mayor Addonizio to discuss the alignment of Route 78 through the City. The Mayor's presentation included a tour of the alignment recommended by the State Highway Department and twice approved by the Federal Bureau of Public Roads as well as a tour of the latest alignment proposed by the City. A report by the City Planning Board was presented to the Highway Department outlining the latest proposal, which passes well to the north of the State's recommended route and traverses an industrial section of Irvington before entering the Weequahic Park residential area of Newark.

Intense studies of the latest Newark proposal were immediately initiated by the Commissioner, with the expectation that a comprehensive and final report might be available some time in June.

BRITISH VISIT

The Permanent Secretary of the British Ministry of Transportation, Sir Thomas Padmore, spent most of the day at the Highway Department April 29. Sir Thomas was particularly interested in the Division of Railroad Transportation's activities as well as the right-of-way and construction standards used in the development of our modern freeways.

BOND ISSUE

The Commissioner appeared May 1 before the Legislative Committee reviewing the Administration's proposal for a \$750 million bond issue to testify regarding the needs of the Highway Department and the benefits to be derived from acceleration of the highway program. His testimony, presented as a bound volume containing 27 pages of text and twenty pages of tables, was given wide distribution through the press. An additional supply was forwarded to the Governor's office for such use as might be deemed desirable.

INSTITUTE FOR RAPID TRANSIT

On May 10, the Commissioner was invited to attend the Second Annual Meeting of the Institute for Rapid Transit and speak on the topic, "Why New Jersey Works for Balanced Transportation." The address, a reprint of which is included in this report, attracted considerable attention among the transit fraternity, and requests for more than 1,500 copies were received within the next few days.

AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS

The Highway Department was represented at a special meeting of highway officials called to discuss legislation presently pending

AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS, cont'd.

before Congress as well as a uniform policy regarding size and weight limitations on trucks and buses. In common with other Atlantic Coast States, New Jersey went on record in favor of slight increases in the present A.A.S.H.O. limitations.

A highlight of the meeting was an off-the-record talk by Mr. Rex Whitton, Federal Highway Administrator, who emphasized the need for greater activity by the States in supervision of construction materials and methods, in order to prevent criticism by the Blatnik Committee of Congress. Mr. Whitton recommended that all States establish an investigatory unit under the direct supervision of the State Highway Commissioner, to keep constant watch on procedures in the field. A unit of this type was established in the New Jersey Highway Department several years ago.

CONSTRUCTION

Some 57 contracts with an original value of approximately \$143 million were under way at the close of the month.

MEETINGS

In addition to the routine staff and other meetings, the following are a few of the conferences and meetings held during the month:

April 10 - Meeting with officials of the Federal Bureau of Public Roads in Washington to discuss New Jersey's freeway system.

April 15 - Meeting with the Freeholders of Monmouth County at the Hall of Records to discuss improvement of Ocean Avenue from Sandy Hook southward.

Meeting with officials of Stevens Institute of Technology in Hoboken to discuss mutual research projects.

April 16 - Meeting with Senator Hillary and other Morris County officials to discuss Route 24.

April 17 - Meeting with officials of Hunterdon County to discuss ingress and egress from the State Highway System to Frenchtown.

Meeting with Mr. Coleman of the Ewing Township Sewage Commission to discuss mutual problems with relation to extension of the Trenton North-South Freeway.

April 19 - Luncheon at the Essex Club in Newark to discuss transit and highway problems affecting Bayonne.

MEETINGS, cont'd.

April 19 - Meeting with Senator Connery of Gloucester County to discuss transit and highway problems affecting his County.

April 25 - Meeting with Mr. Oxfeld, an attorney, to discuss matters of interest to the Engineers' Union.

April 26 - Meeting with Mr. Fineberg, attorney for the Atlantic City Expressway, to discuss problems facing construction of that Route.

April 29 - The Highway Department was visited by the British Ministry of Transportation in the person of the Permanent Secretary Sir Thomas Padmore.

April 30 - Meeting of Cabinet Members concerned with the proposed bond issue.

Regular Monthly Cabinet Meeting

May 1 - Testimony before the Legislative Investigating Committee set up to review the Governor's proposed bond issue.

MEETINGS, cont'd.

May 1 - Meeting with State Treasurer John Kervick and Mr. Austin Tobin to discuss the financial problems of PATH.

Meeting in the Governor's office to discuss highway problems in relation to riparian lands.

May 2 - Meeting, in company with the Governor, with Mayor Addonizio and other Newark officials to discuss alignment of Route 78.

May 3 - Conference in Washington, D. C. to discuss rail matters.

May 6 - Conference with engineering consultants and railroad representatives to discuss the Bayonne transit problem.

May 2 - Meeting with the New Jersey members of the Delaware River and Bay Authority in the Governor's office.

Meeting with representatives of the Bureau of Public Roads and engineering consultants to discuss Newark's proposals for Route 78.

May 8 - Meeting with Mr. Shoemaker of the Jersey Central Railroad in the Governor's office.

MEETINGS, cont'd.

May 8 - Annual Correspondents Club Dinner.

May 9 - Meeting with Senator Farley in Atlantic City to discuss highway problems facing that community.

May 10 - Addressed the Second Annual Meeting of the Institute for Rapid Transit.

Attended the Pan American Congress in Washington.

Representatives of the Department met with the Regional Engineer of the Bureau of Public Roads in Albany.

May 12 - The Highway Department was represented at a meeting of the Chief Administrative Officers of the American Society of State Highway Officials in Washington.

May 13 - Meeting with Commissioner Roe of the Conservation Department.

Discussed riparian land problems in the Secaucus area with Mr. Mori and Mr. Milton.

May 14 - Meeting with firms of consultants anxious to do Highway Department business.

Meeting with representatives of Secaucus to discuss sewage problems in connection with highway projects.

Meeting with Mr. Wright of the Delaware River Basin Authority to discuss the problems facing that unit.

BIDS RECEIVED

Apr. 11 -	White Painted Traffic Lines - Contract #2 <u>James W. McCormick, Mansfield, Ohio</u>	\$55,527.06
Apr. 11 -	White Painted Traffic Lines - Contract #3 <u>James W. McCormick, Mansfield, Ohio</u>	71,278.37
Apr. 11 -	Fairview Avenue Reconstruction S. Clinton Avenue to E. State Street Trenton, Mercer County. <u>John W. Thompson Co., Trenton, N.J.</u>	346,319.10
Apr. 18 -	Route 3 Resurfacing, Widening, Bridge and Walls N. Bergen Township, Secaucus, Hudson County. <u>L. Zimmerman & Sons, Hillside</u>	999,950.23
Apr. 18 -	Route 49 - Bridge Fender System Repair Lower Penns Neck Township, Salem Salem County. <u>Spearin, Preston & Burrows, New York City</u>	26,720.00
May 2 -	Route 46 Passaic River Bridge Deck Repair, Incidentals Montville Township, Morris County <u>Mal Bros Contracting Co., West Caldwell</u>	127,711.20
May 2 -	Flemington-Whitehouse Road Reconstruction Raritan Township, Hunterdon County. <u>Mal Bros Contracting Co., West Caldwell</u>	223,016.18
<u>Total Bids Received</u>		\$ 1,850,522.14

CONTRACTS AWARDED

April 12 -	Route 62 - Drainage Improvements Scrivens Street to Passaic River Totowa, Passaic County. <u>L. Zimmerman & Sons, Hillside</u>	\$32,303.50
April 22 -	White Painted Traffic Lines Contract #2 <u>James W. McCormick, Mansfield, Ohio</u>	55,527.06
April 22 -	White Painted Traffic Lines Contract #3 <u>James W. McCormick, Mansfield, Ohio</u>	71,278.37
April 26 -	Route 49 - Bridge Fender System Repair Lower Penns Neck Township and Salem Salem County. <u>Spearin, Preston & Burrows, New York City.</u>	26,720.00
May 3	- Fairview Avenue Reconstruction S. Clinton Avenue to East State Street Trenton, Mercer County. <u>John W. Thompson Co., Trenton</u>	346,319.10
May 7	- Route 3 Resurfacing, Widening, Bridge and Walls N. Bergen Twp., Secaucus, Hudson County. <u>L. Zimmerman & Sons, Hillside</u>	3,999,950.23
May 13	- Route 46 Passaic River Bridge Deck Repairs and Incidentals Montville Township, Morris County. <u>Mal Bros Contracting Co., West Caldwell</u>	127,711.20
	<u>Total Contracts Awarded</u>	<u>\$ 4,659,809.46</u>

Bids To Be Received

May 16 - Interstate Route 80 - Highway Lighting
Lakeview Avenue, Paterson, to River Drive,
East Paterson.
Passaic and Bergen Counties.

May 23 - Interstate Routes 80 and 95
Grading, Paving and Signs
Hackensack River Bridge to Route 4
Englewood, Bogota, Leonia and Fort Lee;
Townships of Ridgefield Park & Teaneck
Bergen County.

1962-1963 Snow Season

November 1, 1962 to April 12, 1963

	Total Number Sections	Number Department Sections	Number Contractor Sections	SNOW			Contractor Sections Called Per Storm	Hired Graders	Times Department Called out	Contractors Called (Spreaders)	Total Calls	<u>ICE</u>
				Times Department Called at	Times Contractors Called out	Times Department Called out						Times Ice Called
District No. 1	48	1	47	24	8	8	1-37 2-28 3-31 4-46 5-20 6-37 7-29 8-32	10	22	22	46	
District No. 2	43	2	41	10	6	6	1-38 2-1 3-4 4-39 5-37 6-39		27	17	37	
District No. 3	53	10	43	19	3	3	1-37 2-3 3-26		6		25	
District No. 4	50	22	28	5	2	2	1-17 2-14		14		19	

**WHY
NEW JERSEY
WORKS FOR**



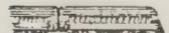
**BALANCED
TRANSPORTATION
FACILITIES**

An Address By
Dwight R. G. Palmer, *Commissioner*
New Jersey State Highway Department

Before The
Second Annual Meeting
Institute For Rapid Transit
Washington, D. C.

Friday, May 10, 1963

WHY
NEW JERSEY
WORKS FOR



BALANCED
TRANSPORTATION
FACILITIES

IT IS INDEED a pleasure and an honor to be permitted to address such a distinguished gathering of transportation experts, and to be afforded the opportunity to review our area's transportation situation for you. We in New Jersey feel highly complimented for your interest in our program and your implied endorsement of our efforts to revive rail commuter transportation and bring it back to an effective role as an indispensable ally of our highway network.

You have requested me to tell you why New Jersey works for balanced transportation facilities. The answer is simple and a short one -- we must; rails are our indispensable ally. We simply cannot afford to throw away the rail facilities we now possess and depend exclusively upon highway transportation. As many of you here know full well, this situation also holds true in many cities and metropolitan areas throughout the Nation.

You are in agreement, I judge, with the proposition that rails provide the most efficient method of moving large numbers of people into and out of congested urban centers, especially during peak travel hours. However, most of the problems facing the country's urban centers, even one as large as the San Francisco Bay area, might be described as "local". In our case, the problem extends beyond our State borders. It covers an entire region, which is growing in size, density of population and volume of travel every year.

As far as New Jersey is concerned, the most recent statistics paint a very alarming picture. For example, Paul Mac Murray, Executive Director of the Delaware River Port Authority, will probably mention later some of the reasons why the Authority feels a rapid transit line between Philadelphia and Kirkwood, New Jersey is a good investment. The Authority is thinking in terms of the additional vehicular facilities which it might otherwise have to construct --- new crossings between New Jersey and Pennsylvania.

One of the statistics which the Authority may not have available, however, is that the traffic crossing the New Jersey - Pennsylvania border is greater than that which crosses any other state boundary in the country. And, as if this were not enough, the traffic crossing the New Jersey - New York border ranks second. There is no doubt whatsoever that the interstate traffic between New Jersey and its neighbors is the greatest in the Nation.

Now then, what is this doing to our State highway system? The most recent figures from the Federal Bureau of Public Roads show that out of the total surfaced mileage of the Federal Highway System, slightly less than 10% passes through urban areas. In New Jersey, more than 38% passes through urban areas. This high percentage of urban mileage is surpassed only by Rhode Island.

What about traffic volumes on these highways? Out of the total urban mileage in the nation, 4.3% carries traffic amounting to 40,000 or more vehicles per day. In New Jersey, the figure is 20.8%. This is the highest percentage in the nation -- five times the national average.

We are doing all we can to accommodate this tremendously dense travel within our small compact State by building highways in the areas of greatest need as swiftly as possible. But it is no secret that we are far behind the demand. At the present rate of accomplishment, it will take us many years merely to catch up, let alone provide for the anticipated great increase in traffic.

Imagine then, our situation if we are forced to try and get along without the aid of our rail commuter lines. They now handle in excess of a quarter of a million passenger trips per day in New Jersey. Without the rails, these people would be forced to travel on our highways. Of course, some of them would use buses and thus somewhat diminish the impact, but there is no doubt that the congestion would still be tremendous. We would be totally unable to cope with it.

New Jersey's situation is further complicated by the fact that a great deal of its peak hour commuter travel is interstate. This travel must cross two great natural barriers -- the Hudson and Delaware Rivers. In order to cross, it must utilize vehicular and rail crossings which are restricted in capacity -- the waistline of the "hour glass" if you will. Between New Jersey and New York, for example, the Holland Tunnel has already reached capacity during peak hours.

The Lincoln Tunnel will soon approach that condition unless steps are taken to provide for greater capacity through increased use of its lanes by buses rather than private passenger cars. The George Washington Bridge, as you know,

has just added a second deck, however, this crossing is not in the direct path of most commuters desiring to reach the business districts of New York City.

On the other hand, the rail crossings afford an opportunity for accommodating much heavier traffic than they now carry. This is particularly true of the former H & M Tubes.

In short, the New Jersey situation might be summed up like this: only continued use of our rail commuter lines provides the possibility of keeping our present highway congestion within reasonable limits and this regardless of how many miles of roads we can provide for the load which will flood our highway facilities in the future. We must utilize every possible facility of travel to the fullest possible extent -- that is certain. And all of this also adds up to good sound business from a dollars and cents point of view.

Due to the terrific operating costs of rail commuter operations which must provide for maximum capacity during peak hours, and the tremendous competition from other modes of transportation, New Jersey railroads are in precarious financial condition. Without the action taken by the State, there can be no doubt but that some of the lines which have a heavy commuter patronage would by now be out of business, or in the hands of receivers. Or even worse, operating under State ownership. We know for a fact that even with our help, some of the lines are managing to keep only "one jump ahead of the sheriff."

Our direct aid -- "subsidy" if you will -- to the commuter lines in an effort to keep them alive until more permanent solutions to their financial woes can be found, amounts to approximately \$6 million a year. This is about the same amount that a mile of modern freeway in our urban area would cost the Highway Department to build.

A recent estimate indicates it would cost us about \$2 billion to build all of the highway facilities required to handle the traffic volumes which we expect to experience in 1975. This is far beyond the reach of our present highway construction budgets. Also our estimates are based on continued operation of the commuter railroads. It is obvious to us that we have neither the money nor the time in which to build all of the highways which would be needed if the commuter railroads went out of business.

Another missing ingredient is space. Land in our crowded northern metropolitan area is at a premium. Right-of-Way is becoming more difficult to acquire. The alignment of every new highway becomes a major source of controversy as residents and businessmen fight displacement. Every municipality wants good transportation, but none of them want to give up the ratables which would be lost through acquisition of the necessary right-of-way despite the fact that good transportation always produces an increase in property values.

It is not impossible that we might in the foreseeable future be forced into some of the procedures now evident in Japan. The Director of our Railroad Transportation Division recently spent some time there studying the new high speed rail line, and was much interested to observe the wide use of elevated design in order to preserve as much land surface as possible.

So, lacking money, time and space, we must depend upon the rail lines to continue carrying their rightful share of the traffic. And, by their rightful share, we mean a greater share than they now carry. Our job is to bring the two different forms of transportation into proper balance.

Now then, I think I have outlined why New Jersey works for balanced transportation facilities. I doubt I needed to answer this question for you, because I am certain that you folks, knowledgeable as you are with the virtues of rapid transit and versed in similar problems in your areas, are well aware of the benefits of what many people have referred to as "integrated transportation".

As you know, New Jersey is the only State which has created a Railroad Division in its Highway Department. This action some years back was greeted with considerable skepticism in certain quarters, however, our Governor and our Legislature responded to the great need for preservation of rail service by affording us the opportunity to assume this responsibility.

You may have questioned why the Highway Department of New Jersey was given this job. Why not some other outfit? The Public Utility Commission, for example, or some entirely new set-up.

We can't give a quick answer to this. One facet of it is, however, that we in the Highway Department have regarded our responsibility as more than the mere construction and maintenance of highways. We feel it is our job to provide for the safe, swift and convenient movement of people and of goods.

Another angle, and one of which there has been considerable discussion over the years, is that the type of railroad regulation that prevailed in the past is no longer capable of meeting the present day overall need. Public Utility Commissions and similar agencies set up in the past to regulate the giant utility monopolies very properly were concerned with railroads, but this was in the days when railroads had a monopoly on transportation. We all know that

no such monopoly exists today. Indeed, the most potent problems faced by the railroads are created by the competing travel facilities and we in the various Highway Departments are providing our share.

We do not believe that the answer to the railroads' difficulties lies in the area of greater governmental regulation. I like to describe our function as a proprietary one rather than a regulatory one. What we are attempting to do is manage our transportation resources, of all kinds, in order to provide maximum utilization for all of the travelers -- private and commercial -- in our State. The rail commuter lines are certainly one of the most important resources we presently have. It is in our interest to conserve this resource and to extend it. So, we are engaged in a management type enterprise, not the mere function of regulation.

And when you face up to it, what agencies other than the State Highway Departments have greater experience in managing transportation resources in the broadest sense? We are already managing the greatest transportation resource of all -- the Federal and State Highway Systems. They are the main support of all transportation, not only in our State, but across the Nation. All other modes of transportation today are, may I say, supplemental.

They are vital to our life for the backbone of our economy would be burdened beyond endurance without them, but they do not carry the main load.

Though commercial users of our highways state accurately that they are paying a share of the cost of building them, the railroads pay the entire cost not only of constructing their facilities but also of operating them. What they need is help with their basic management problem -- how to cut operating costs.

Lest there be any misunderstanding, it is not our objective to attempt to force people to use rapid transit in place of highways. Any such effort would fly in the face of the clearly expressed preference of a large percentage of our people for the convenience provided by the passenger automobile. Until the day when every private garage houses a helicopter or every commuter has his own "Buck Rogers flying belt", nothing as I see it can replace the automobile as a means of door to door transportation. And we might as well recognize that.

We know that highway traffic is going to increase to an extent undreamt of a few decades ago. Our competent and outstanding Secretary of Commerce, Mr. Luther Hodges, is quoted as stating there will be 108 million motor vehicles on our highways in 1975. This amounts to about a 36% increase in the ensuing 12 years. The question is will we be able to cope with it?

Our program is based on the belief that even though alternate methods of transportation are available, a considerable number of people -- particularly commuters -- will find rail transportation more convenient. It is our policy to provide the right kind of state assistance so that the rail carriers can be kept alive until this condition prevails. We know that if we allow the rail commuter lines to go out of existence as a transportation resource, that it will be far more difficult and costly to rebuild them, as some areas in our country have already learned to their regret. We feel that sooner or later it will be recognized by everyone that mass transit is an absolute necessity in urban areas.

Accordingly, our job becomes one of keeping the railroads running. We cannot allow ourselves to be "carried away" by any of the grandiose schemes which have been proposed for the New Jersey-New York metropolitan area by some

"planners" with no conception of "the bell on the cash register"; that is, the cost of executing their plans. Rather, we must "half sole and heel" what we already possess in the way of transit facilities.

Our railroad transportation law in New Jersey defines our task as one of preserving essential rail service. The key is that word "essential". There are some people, particularly among the commuter groups who should look into the situation a little more deeply, who think that every train now operating is essential, regardless of the fact that it may only carry half a dozen passengers.

They do not seem to realize that surgery is sometimes necessary with a complicated ailment which has been allowed to go untended for so long a period. We are attempting to perform that "surgery" in New Jersey by means of certain consolidations and re-routings.

We have eliminated trains which are not essential. In short we are taking every constructive step to cut operating costs. At the same time, we plan to make rail commuter service more attractive by providing air-conditioned coaches, more parking space around stations and so on. We think that all of these moves will have a beneficial result and lure more people back to the rails.

But there is no assurance that this will be so. Naturally, we would be very pleased if it turned out that it was possible for our major commuter railroads to provide basically the same service they now afford and break even. I am sure that they would be extremely elated at such a prospect.

However, even that goal must be tempered somewhat by the harsh winds of reality. For example in order to enable the former Hudson and Manhattan tubes to function as an

essential segment of our regional transportation network, arrangements were made for their acquisition and operation by the Port of New York Authority of what is believed will be a deficit operation. In this particular case the loss will be more than offset by the value to the continued economic vitality of the region as a whole. The Tubes are part of a comprehensive and complex transportation system in our tri-state area and as such their continued operation will produce benefits to the economy of the region.

All of our attempts to preserve the rail commuter lines as the "essential ally" of our highways run into one hurdle after another. Such temporary set-backs are no doubt similar to the problems many of you have encountered in your localities. But we feel we have been greatly aided in our efforts by our authority to synchronize rail and highway improvements.

Now I would like to sketch for you some of the facets of a few individual projects. We have just concluded agreements under which the main line of the former Delaware, Lackawanna and Western Railroad -- now a part of the Erie-Lackawanna Railroad -- will be abandoned.

The right-of-way will be sold to the Highway Department and used for an eight lane interstate highway (Route 80). This may shock you -- it sounds contrary to our expressed transit philosophy -- but just wait. In this particular case, the railroad has agreed to use a substantial portion of the proceeds from the sale of the right-of-way -- approximately \$1,300,000 -- to upgrade a parallel railroad route over which added passenger trains will be integrated with those currently operating over that line. This is an instance where the interests of the Highway Department will coincide with those of the Railroad. As a result, all interests benefit.

1. The Railroad will have one less route to operate and maintain with practically no loss in revenue. Actually, annual savings will net about \$150,000.
2. The State and Federal Government will have a net saving in highway construction costs of some \$3 million by using the Railroad right-of-way.
3. The commuters will have one comparatively strong rail line with sufficient patronage to justify further improvements, rather than two weak lines both of which have been slowly deteriorating. The threat of the loss of all service has been eliminated.

The second project deals with the Camden area and you will hear much more about it from Paul MacMurray this afternoon as the program indicates, but my subject would not be treated adequately without discussion of at least one phase of the proposed Camden-Kirkwood Rapid Transit Line.

An impasse developed in the City of Camden concerning the location of the proposed transit route through the City. The City, supported by a capable civic organization, advocated construction of the proposed transit line on new right-of-way and sought removal of an existing five track "Chinese Wall" elevated railroad line bisecting a downtown section of Camden.

At the same time, we in the Highway Department were engaged in the study of an interstate highway traversing the City in a North-South direction roughly parallel to and a few blocks away from the transit line. The City of Camden was dissatisfied with the Highway Department's proposed alignment and to complicate matters further, the civic organization expressed the need for an industrial route to service the existing and potential industrial section along the Delaware.

The Delaware River Port Authority, our Highway Department, the City of Camden, the railroad and the Greater Camden Movement working more or less separately were creating problems for each other that had all the appearance of intentional frustration. In this instance the Interstate Route, which had been regarded as the "devil" for complicating design of the transit line and upsetting land use patterns outlined by others, suddenly became the "angel" that made possible a compromise plan acceptable to all parties.

It developed this way. The interstate route was originally designed to underpass a railroad "y", several streets and cross the proposed transit line in a fully developed section of downtown Camden. The extent of the railroad facilities made the depressed highway route — about 40 feet below the level of the railroad tracks — a very costly section of highway. And this point on the elevated railroad was part of the "wall" that the City of Camden wanted removed. We determined that the railroad could function on another alignment, permitting removal of the embankment, if funds were available to insure success of the project. We agreed to provide the means of accomplishment.

We then added up the cost of constructing the highway on the assumption that the elevated section of railroad would be removed, making construction of the costly depressed highway section unnecessary. We found that the saving would be more than twice the cost of providing the alternate railroad route. Incidentally we will use the material from the railroad embankment in the construction of the highway. Armed with this weapon of economy, we are presenting to the Bureau of Public Roads a plan under which the Bureau will participate in a utility relocation agreement for the cost of moving the railroad at the same time enjoying considerable savings on this new interstate route

This solved the problem to the satisfaction of all parties at interest, and here I would like to commend the Mayor of Camden, the Greater Camden Movement, the Pennsylvania Railroad, and the Delaware River Port Authority, all of whom worked hard for the benefit of the City and its environs. Their explanations of their needs made it far easier for us to grasp the complex and far-reaching economic factors involved.

In the northern metropolitan area, our most important project currently is the re-routing of the Jersey Central Railroad mainline service into Newark, where it will connect both with the Pennsylvania Railroad and the Port Authority Trans-Hudson PATH tubes into New York City, and the consolidation of the shore service with that now operated by the Central Railroad of New Jersey and the Pennsylvania Railroad. This work, of course, is intimately connected with the rehabilitation and extension of the former H & M tube service by the Port of New York Authority.

As far as the PATH operation is concerned, this will require many changes and improvements on the line between the Hudson tubes and Newark. Since this section is also used by the Pennsylvania Railroad you can appreciate that a great many details remain to be worked out, not only for this service but also for connections with the Erie-Lackawanna Railroad at new transfer stations in the Jersey Meadows.

Earlier this week we held a lengthy conference with representatives of both railroads, the Port Authority, and engineering consultants retained by us. We reviewed all of the ramifications. I might say that we made considerable progress, but we certainly did not come up with all of the answers. I am sure that you can appreciate what an involved and time-consuming process this is, and I am

certain you can well understand the difference between this kind of management of transportation resources and regulation via a public utility format.

You might question why I have taken so much of your time to describe these projects. Well, they show the kind of action which would have been exceedingly difficult if not impossible, had the Division of Railroad Transportation been placed in another Department of State Government or set up as a separate agency.

We have heard much lately about "integrated transit" and "balanced transportation," a lot of it from "planners" and other "experts" who have limited knowledge of the problem. The projects I have just reviewed define our approach to the subject of "integrated transportation."

There is possibly one more advance in philosophy in the field of transportation that might have a salutary effect on our complex problem. Years ago, I approached the then Mayor of New York City on the possibility of easing the even then terrible congestion on many cross-town streets by requiring truck deliveries to be made only at night. He thought it was a good idea from a transportation point of view but, like many others, he saw "too many lions in the path." He was sure there would be resistance to any such edict.

In my humble opinion lacking such a move for our tunnels, bridges and streets we will eventually be faced with either a complete traffic blockade or the necessity of building added crossings at fabulous expense. Why not, therefore, seriously consider making maximum use of the traffic lanes already in existence by restricting heavy truck deliveries to the hours between 7 p.m. and 7 a.m., thus spreading the traffic over 24 hours instead of concentrating it in the most

congested periods and also providing factories and shops with early morning supplies before the work day starts.

In any event, we have found that every enlargement of our horizons, every increase in our ability to take action on these related matters has made the solution of our complex transportation problems that much easier. You cannot put a jigsaw puzzle together unless you have all of the pieces. And we know, beyond all doubt, that rapid transit is one of the "vital pieces" in our transportation puzzle --- we just can't do without it.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1036 Parkway Avenue — Trenton 25, New Jersey



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TRANSPORTATION

THE KEY TO ECONOMIC GROWTH AND FULL EMPLOYMENT

Address by
Dwight R. G. Palmer, Commissioner
New Jersey State Highway Department

TRANSPORTATION THE KEY TO ECONOMIC GROWTH AND

Address before

Brotherhood of Railroad Trainmen

Network, New Jersey

Saturday, March 31, 1968

FULL EMPLOYMENT

Permit me to express my deep appreciation for the opportunity of being here tonight and visiting with you about a subject important to all of us — the close relationship between transportation and employment. You might think it's a bit unusual for a "highwayman" like myself to be concerning himself with the problems of railroad labor, since our expanding highway network has been a chief contributor to the financial decline of the rail carriers. However, as we see it in the New Jersey State Highway Department, rail and rubber are

not enemies, but allies. They are both indispensable in this day and age for the swift, safe and convenient movement of people and goods.

It is not our job in the Highway Department to provide enough new freeways and other roads so that all of this movement can be handled by cars, buses and trucks. In the first place, such a goal is impossible to attain. We have neither the time nor the money — and not even enough room in this highly urbanized State — to provide sufficient highway facilities to carry all of the traffic now being transported by rail.

It is our job to bring all elements of transportation — rail, rubber, water and air — into harmony, so that they can serve the needs of the people of this State and the region of which it is part as a team.

This gets us into the kind of activity usually associated with management and, in a sense, what we are attempting to do is "manage" the transportation resources of the State so that they are all utilized to best advantage and none are allowed to "go down the drain". Thus our function is a "proprietary" one as contrasted with the purely "regulatory" function associated with public utility commissions and similar agencies. They were created in the first instance to protect the public from possible exploitation by the giant utility monopolies. Railroads, in the early days, could be classified as transportation monopolies. But I think all of us realize such is no longer the case. The competition from other forms of transportation, particularly highways, is too fierce.

And so, it is our task to preserve and improve essential rail passenger service — and to maintain its private enterprise character.

Our experience has convinced us that without practical, down-to-earth action based on this philosophy, one of two things will happen—the rail commuter lines will either go out of business altogether or government will have to take them over completely.

I believe you share with me the conviction that neither of these very real possibilities

must be allowed to occur. I cannot conceive, for example, that the Brotherhood of Railroad Trainmen has any desire to see all of its members become State employees. And if there were any such inclination, I am certain that Mr. Kendler, here, speaking from experience, could assure you that government life is a far cry from the proverbial "bed of roses".

In order to fully appreciate the promise of the future, as well as the problems which confront us right now, allow me to discuss rather briefly the background of our transportation situation in New Jersey.

New Jersey is a corridor State. The north-south highways serving the eastern seaboard criss-cross its landscape from border to border. Routes from the west converge on Newark and New York which, along with the local traffic, produces densities in excess of 100,000 vehicles a day past a given point on a number of our highways. Twenty-seven billion vehicle miles of travel occurred within our borders last year. Travel density on our State Highway System is five times the national average, four times that of New York State and three times the average of Pennsylvania.

New Jersey is a terminal state. Railroad tracks from the north, the south and the west converge upon its cities and spread out into giant terminals when reaching the industrial waterfront areas. Motor trucks crowd our highways enroute to their terminals while distribution activities from the terminals strain our facilities to the limit. New Jersey is also an urban State. Much of its area is fully developed residentially or industrially. Eighty per cent of its people live within its two metropolitan complexes centered on the Camden-Philadelphia area on the south and the Newark-Manhattan area on the north. The southern section includes four counties in New Jersey and five in Pennsylvania having a total population of 4.6 million people. The ten northern counties comprise part of a vast urban complex extending from Trenton on the southwest to Hartford, Connecticut on the northeast. It is the nation's largest urban entity having a population of 17 million people in an area of 11,000 square miles.

The spreading of residential development in suburban areas, the public's demand for vehicular travel and the dispersion of industrial development away from the urban centers, have changed the character of our transport system. These trends produced an outcry for added highways and other facilities for motor vehicles which, in turn, reduced the use of rails.

In the light of estimates of future growth, however, it has become clear that highways alone cannot meet the total travel needs. The peak period of travel that occurs in the morning and evening dominated by trips between home and employment centers requires mass transportation to supplement our highway capacity. Yet the traditional forms of public transportation are in varying degrees of serious financial condition. This has been caused for the most part by the loss of traffic throughout the day, evening and weekends leaving principally the commuter rush to be accommodated. Further, and probably of greater importance is our public carriers' loss of freight via pipe lines and truck competition. For a considerable period freight returns enabled the railroads to utilize these profits as an off-set to passenger deficits. That plan is no longer operable under today's conditions.

The gravity of this situation was brought into sharp focus in 1959 by the threatened loss of a large part of New Jersey's rail passenger service. It was at that time that we adopted the philosophy that the responsibility of the Highway Department was one of moving people and goods, not just vehicles.

In carrying out this philosophy a Division of Railroad Transportation was created within the Highway Department and given the assignment of preserving and eventually improving essential rail passenger service. The program recommended by the Division and enacted into law in 1960 forestalled the immediate danger of collapse of rail service. By means of contracts between the railroads and the State, train schedules and fares were stabilized for the public and the deficits from passenger op-

erations incurred by major rail carriers were substantially reduced. As an example of how New Jersey has been able to halt the erosion of passenger service, in the ten years preceding inauguration of the contract program the daily number of weekday trains dropped from 950 to 700. During the last two years the latter total has remained virtually constant.

This week we conducted hearings on the passenger service contracts which will go into effect next summer. Under present contracts, 639 weekday passenger trains are covered; 234 Saturday trains; and 135 Sunday trains. We are paying the carriers 29 cents per car mile, which, through the mysteries of statistical calculation, works out to about 15 cents for every passenger trip or, looking at it another way, about \$3.26 for every train movement. You, with your intimate knowledge of railroad operating costs, realize that the so-called "subsidy" represented by these contract payments is not much of a "windfall" to the carriers. It by no means wipes out their operating deficits.

The best we can say about the Passenger Service Contract Program, therefore, is that it is designed to serve the same purpose as an emergency blood transfusion—keep the patient alive until a permanent cure can be effected.

That brings us up to the present time in our efforts to revitalize mass transit and make it an integral and enduring part of our transportation team. We are now on the threshold of certain capital improvements which it is hoped will result in the carriers being able eventually to stand on their own feet and prosper.

You have all heard of the current litigation regarding the Port of New York Authority's operation of the H & M tubes. I am sure you are also aware of our plans for consolidating the shore service of the Jersey Central with that of the Pennsylvania Railroad and re-routing the Jersey Central main line into Newark, and for integrating passenger service on the Boonton and Greenwood Lake branches of the Erie-Lackawanna, so I will not describe these in

detail. Some of you may feel that these consolidations in service are designed only to improve the financial conditions of the carriers, and that they will result in further curtailment of the employment opportunities open to railroad labor.

This may be true to a limited extent, but it is absolutely necessary to achieve two objectives important to all of us — attain stability for the present and provide for expansion in the future.

The case of the H & M tubes is an outstanding example of action required not only to preserve an essential transportation link, but also the jobs which went with it. Who can speak for the future of the employes of the former Hudson & Manhattan Railroad Company had it been left to its own devices? The Jersey Central even now is in scarcely better financial shape and the problems of the Erie-Lackawanna are grave indeed. As a matter of fact, without the Passenger Service Contract payments by the State, there would have been widespread defaults on railroad taxes due this winter.

All of this simply means that we have got to grit our teeth and cut away the dead wood — the service which is at present a "drag" on the economy of our overall transportation industry.

My crystal ball is a little bit cloudy tonight and thus I cannot give you a precise picture of what these efforts will produce in the future. Our hope and our expectation is that they will give us the same results that any gardener gets when he prunes a healthy tree. The roots, buried deep in the economic wellsprings of our life, will feel great relief and begin to transmit new impulses of vigor to the main trunk and outlying branches. Mass transportation will again flourish as a vital part of our urban life. On the other hand, we cannot be certain that the public will realize the benefits of our rail carriers and turn to them in greater numbers than at present. The tree may eventually die, after all. But if that proves to be the case, and I do not believe it will be, we can be certain that it would have died anyway.

We in the Highway Department find it very difficult, in fact impossible, to agree with those who hold that mass transit is doomed, or that the only solution is government ownership. We realize too well the tremendous transportation requirements of the future. New Jersey is growing. Every day new residential communities, new commercial enterprises and new industries spring up. All of these, in one way or another, spell employment. And they absolutely demand adequate transportation facilities, by rail as well as by rubber.

The new shopping centers, for example, which are becoming a feature of our suburban routes, depend on both modes of transportation. They need highways to bring their customers to their doors. They also require rails to bring bulk shipments of goods to nearby distribution centers. Good railroad transportation is a criterion in the location of new industry, just as much as good highways.

These dual requirements have had a profound effect upon our planning. In the past, it was common to locate a main highway right next to a rail line. This made it difficult to provide access to industry without a high number of hazardous grade crossings. The modern concept, embraced in the so-called "industrial park", is to leave space between a railroad and a highway so that industry can locate there, with access to both types of transportation. You will see much more of this in the future, and it holds much promise for the railroad industry.

Governor Richard J. Hughes has often expressed his confidence in the economic future of this State. Economic growth has been the theme of his Administration, and it is no coincidence that transportation has played an important role in his programs. We in State Government know that our economy will show healthy growth in direct proportion to the transportation facilities which support it. And as the economy grows, so will the transportation facilities themselves. Each nourishes the other.

And so, while the mass transit illness we face today is critical, our efforts are directed

at curing it by carefully helping the patient regain his strength, so that we may lean on it in the future. By helping you, we help ourselves.

When we went into this program, back in 1959, we had very little actual experience upon which to rely. The philosophy was one thing, the actual programs required to make it work were another. We found, as we went on, that the experience, advice and assistance of railroad labor were invaluable. For that reason, we didn't waste much time when the opportunity arrived in "stealing" Mr. Kendler and putting him to work with us. I can assure you of one thing — with him on the job the viewpoint of railroad labor is well represented.

Thank you.

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1000 NEW BRUNSWICK AVENUE - NEWARK, NEW JERSEY

and the first time I have seen it. It is a very large tree, and
is situated in a grove of trees on the hillside above the village.

The trunk is about 10 feet in diameter at the base, and the
tree is very tall, with a large spreading crown. The bark is
smooth and grey, and the leaves are large and green.

The tree is located in a grove of trees on the hillside above the
village, and is very large. The trunk is about 10 feet in diameter
at the base, and the tree is very tall, with a large spreading crown.
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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - Ext. 431-432



IMMEDIATE RELEASE

1963

TRAFFIC REGULATIONS

Route 71

Borough of Spring Lake

Heights

Monmouth County

Trenton, May 14 - The New Jersey State Highway Department today announced it will soon establish new no parking zones along Route 71 in the Borough of Spring Lake Heights, Monmouth County

Parking, stopping and standing will be prohibited at all times along the northbound side of Route 71 between the intersection of Allaire Road and the Wall Township - Spring Lake Heights Borough corporate line.

This no parking zone regulation will be put into effect at the request of the Borough of Spring Lake Heights as a safety measure.

It will become effective with the posting of new regulatory signs in the affected areas. This is expected within two weeks.

RP-63-14

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1035 Parkway Ave. Trenton

TUXEDO 2-3000 - EXT. 431-432



IMMEDIATE RELEASE

1963

TRAFFIC REGULATIONS
Routes U.S. 1 and 9
City of Linden
Union County

Trenton, May 14 - The New Jersey State Highway Department today announced new no parking regulations along U.S. Route 1 and 9 in the City of Linden.

To ease traffic congestion at the intersection of Woodlawn Avenue and U.S. Route 1 and 9 where a traffic signal is being installed, parking, stopping and standing will be prohibited at all times:

1. Along the northbound side of Route U.S. 1 and 9 between points 300 feet south of the southerly curb line and 200 feet north of the northerly curb line of Woodlawn Avenue.
2. Along the southbound side of Route U.S. 1 and 9 between a point 300 feet north of the northerly curb line and 200 feet south of the southerly curb line of Woodlawn Avenue.

The regulation will become effective with the posting of new regulatory signs in the affected area. This is expected within two weeks.

RP-63-13

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BUREAU OF PUBLIC INFORMATION

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IMMEDIATE RELEASE

1963

HISTORICAL SITE SIGNS

Trenton, May 13 - The New Jersey State Highway Department today announced this week it will erect several new historical site signs along state highways in Mercer County.

This marks the beginning of a statewide program designed to erect new, more legible signs at historical sites within the state. The sites are selected and signs provided by the New Jersey Historic Sites Revaluation Committee.

The Highway Department is cooperating in this effort by furnishing the equipment and manpower needed to erect all such signs located on the State Highway System.

Sites along the state highway system in Mercer County on which new signs will be erected by State Highway Department forces are -

Lawrenceville Presbyterian Church - Rt. U.S. 206 Lawrenceville
W.A.B. Stokes Keith Line - Lawrenceville Rd. (U.S. 206) in Princeton Twp.
State Park - Rt. 29 - Washington Crossing
Shabakunk Creek - Rt. U.S. 206 - Lawrenceville
Olden House - Rt. U.S. 206 - Princeton
Sandtown Road - Rt. 33 - Merverville

Erection of new signs relating to historical sites in other counties will be announced by the Highway Department.

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RELEASE FRIDAY P.M.'S



1963

Interstate Route 280
Right-of-Way Acquisition
West Orange, Essex County

Trenton, May 10 - The New Jersey State Highway Department today announced it will soon acquire some more of the right-of-way needed for construction of Interstate Route 280, in West Orange, Essex County.

Letters have been mailed to some 75 property owners in two separate areas advising them their properties will be affected, and explaining the Department's procedures for purchasing the necessary land.

One area, about a quarter-mile long, lies between Northfield Avenue and Mt. Pleasant Avenue in the general neighborhood of Gaston Avenue. Between 55 and 60 owners of properties have received letters of notification.

In the other area, extending from Prospect Avenue about three-quarters of a mile west to Pleasant Valley Way, between 15 and 20 owners have received letters.

A Highway Department spokesman noted that a few of the owners were personally contacted by Department representatives prior to the mailing of the official letters so that preliminary work could be started.

The official then explained that other land owners in the two areas can expect similar letters in the future, if their properties come within the right-of-way boundaries of Interstate Route 280 (the Essex East-West Freeway).

Right-of-way plans for the remaining areas in West Orange are now being drawn, and affected owners will be notified by mail before right-of-way acquisition procedures begin.

(more)

1963
Interstate Route 280
West Orange, Essex County
Right-of-Way Acquisition

A summary of the entire 17.3-mile East-West Freeway shows the western end of Route 280, the six-mile stretch between the West Orange-Livingston Line and Interstate Route 80 near Troy Hills, is in the study stage.

In West Orange, a demolition project, completed last January, removed 16 buildings on Wheeler Street between Whittingham Place and Northfield Avenue.

Under another demolition project, covering the half-mile stretch between Valley Road in West Orange and South Center Street in Orange, approximately 50 buildings are now being removed.

East of Prospect Avenue, right-of-way negotiations are moving at a brisk pace in the section extending to the Garden State Parkway. The official emphasized that owners of land that will be needed for the superhighway east of the Parkway will be notified as soon as right-of-way plans for their areas are approved.

East of Orange Street, the summary shows a one-mile section extending over the Stickel Bridge into Harrison is open to traffic. The easternmost three miles, between Harrison and Interstate Route 95 in Kearny, is in the cost-estimate stage.

The letters recently sent to land owners in West Orange were the first step in the Highway Department's procedure for acquiring property needed for the highway's right-of-way. Next, the owners will receive visits from Department

(more)



1963

Interstate Route 280
West Orange, Essex County
Right-of-Way Acquisition

representatives who will list the features and history of the properties, and photograph the buildings.

The next step will see State Highway Department appraisers visiting the property to ascertain fair market values. The fourth phase will bring Department negotiators to the owners to negotiate the sale of the properties.

The spokesman pointed out the negotiation procedures are similar to private transactions. He said the one main exception -- the State's obligation to require sale of the property in the public interest -- does not deprive owners of any rights other than exercising his choice not to sell.

If the owner exercises his right to reject the offer, a court-appointed three-man commission will set the fair market price. If the owner still thinks the price is not fair, he can appeal to the superior court, and the price will be fixed by jury trial.

The letters to affected property owners also offer a new Relocation Advisory Assistance service to owners and tenants who must move out of the way of the Federal Aid highway construction. This program is designed to aid them in finding new residences. Another part of the same service, available after the families or tenants move, will pay up to \$200 of the moving costs.

If a business must relocate, a moving cost payment of up to \$3,000 will be available.

(more)

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1963

Interstate Route 280
West Orange, Essex County
Right-of-Way Acquisition

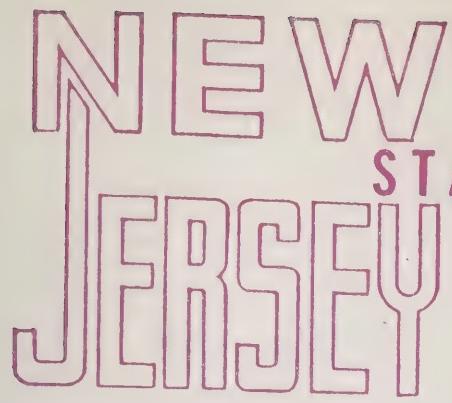
The spokesman added that the Department will contact those eligible for the services well in advance of their actual need.

280, Sections 3 & 4

I-280-6 (8)

I-280-6 (7)

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Traffic Conditions Report

Bureau of Public Information
Trenton 25, New Jersey
TU xedo 2-3000

RELEASE FRIDAY MAY 10

WEEK OF MAY 11 - MAY 17

Trenton, May 10 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of May 11 - May 17.

Atlantic

Route 9, Somers Point and Linwood -- Minor delays to traffic during water main installation.

Route U.S. 30 Absecon -- There will be a short detour on Route U.S. 30 at the Shore Road during reconstruction of the bridge over Absecon Creek. Eastbound traffic will be detoured to the westbound side and movement will be restricted to one lane in each direction. The condition will continue for two months.

Bergen

Route 3, East Rutherford -- Southbound Route 20 traffic desiring to reach westbound Route 3 will detour by way of Paterson Plank Road and Route 17 to Route 3. The condition will continue for about 6 months.

In the construction area west of the Hackensack River there will be occasional delays to traffic resulting from movement of construction equipment across

(more)

1963
TRAFFIC CONDITIONS REPORT

Bergen cont'd

the highway. The condition will continue for about 6 months.

Route 4, Fairlawn -- Traffic will be reduced to one lane during construction of a turnaround. No weekend or evening interference.

Route 46, Hasbrouck Heights and Teterboro — Minor delays to traffic may be expected for the next week during resurfacing operations on the bridge and approaches carrying the roadway over the New Jersey and New York Railroad. The condition is the same as that which prevailed last week and it will continue for another week.

Route 80, Teaneck, Ridgefield Park, Bogota --- The detour at Teaneck Road between Arthur Street and Jasper Avenue will remain until October, 1963 and the detour at Queen Anne Road between Arthur Street and Cypress Avenue will remain until July, 1963. The condition is the same as that which prevailed last week.

North Avenue will be blocked off between Seventh Street and Second Street for an indefinite period. The condition is the same as that which prevailed last week.

Route 80, Teterboro, Hackensack, South Hackensack -- Some minor delays due to topsoiling and general clean-up throughout the project in the area from 1000 feet south of the Hackensack and Lodi Railroad to the vicinity of Green Street. The condition is the same as that which prevailed last week and it will continue for another week.

(more)

1963
TRAFFIC CONDITIONS REPORT

Bergen cont'd

Route 80, Township of Hackensack, Teterboro and City of Hackensack -- There will be slight delays to traffic on Hudson Street in Hackensack from Vreeland Avenue to Dock Street and on Huyler Street in South Hackensack from Florida Street to Virginia Street due to utility work being performed in this area. The condition will continue for about five months.

Wesley Street, South Hackensack, restricted to one lane to be used in alternate directions during the reconstruction of the roadway between Green Street and Huyler Street.

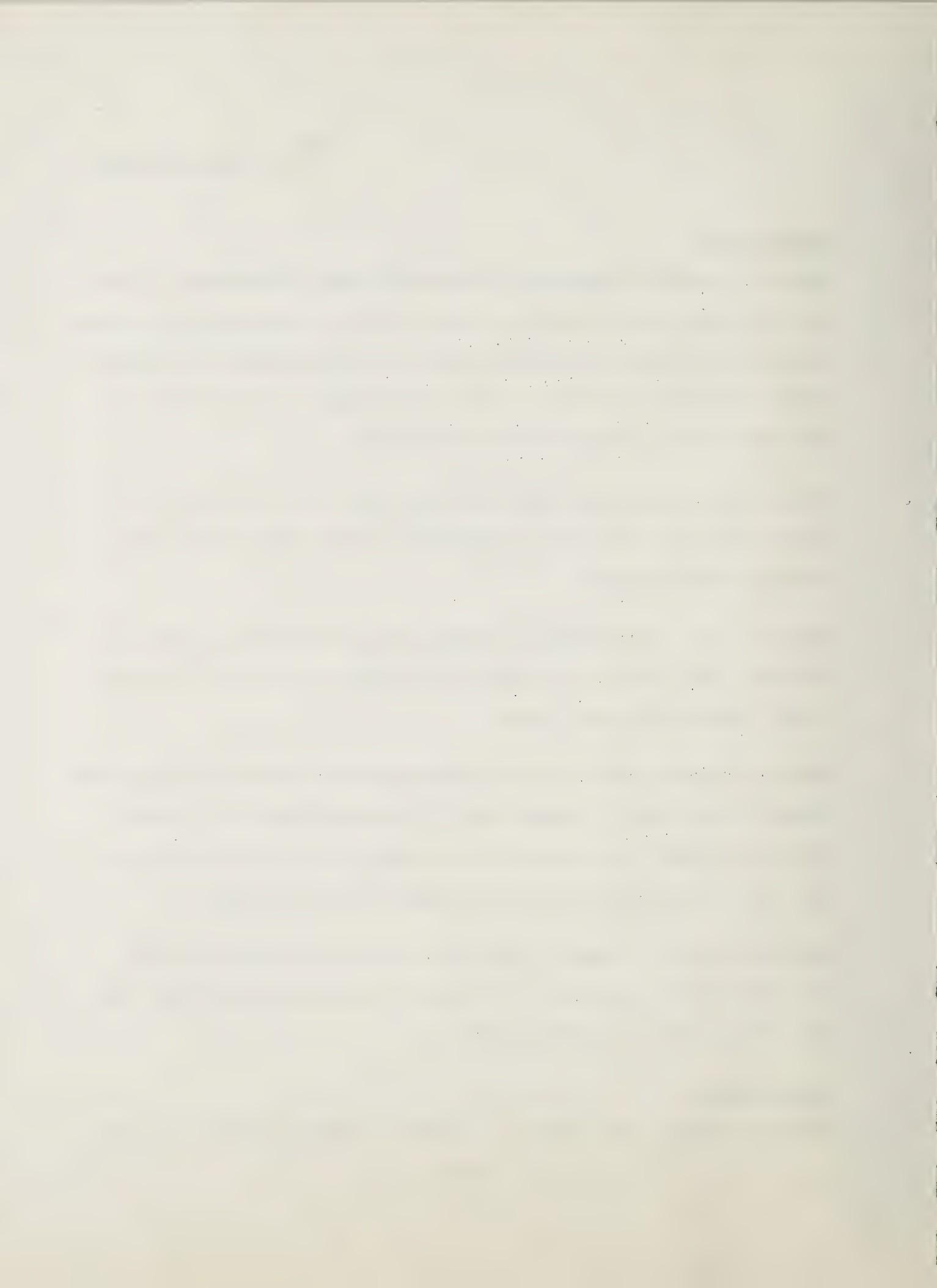
Route 80, Lodi -- Minor delays to traffic during construction of Route 17 overpass. The condition is the same as that which prevailed last week and it will continue for about 2 weeks.

Route 95, Teaneck -- Fort Lee Road is detoured between Glenwood Avenue and the Overpeck Creek Bridge. Glenwood Avenue is detoured between Fort Lee Road and Cypress Street. The condition is the same as that which prevailed last week and it will continue until paving operations are completed.

Route 95, Fort Lee -- Edgewood Road is cut off until the bridge is built over Route 95. The condition is the same as that which prevailed last week and it will continue until July, 1963.

Bergen-Passaic

Route 80, Paterson, East Paterson --- Traffic on Lakeview Avenue is now being
(more)



1963
TRAFFIC CONDITIONS REPORT

Bergen-Passaic cont'd

detoured via Maryland Avenue, Trenton Avenue and Alabama Avenue to permit excavation operations to continue in a westerly direction. The condition is the same as that which prevailed last week and it will continue for 2 months.

Burlington

Route 130, City of Burlington -- On both ends of the project, northbound traffic is diverted to the southbound lanes. The condition will continue for 4 weeks.

Route 206, Bordentown -- Traffic restricted to one lane during utility company installation operations.

Burlington-Camden

Route 130, Burlington, Edgewater Park, Delanco, Delran, Pennsauken, Cinnaminson -- Traffic will be restricted to one lane in each direction, northbound and southbound from Bridgeboro to Union Avenue in Pennsauken during paving operations. No interference is expected from north of Bridgeboro to Burlington. The condition will continue until July, 1963.

Camden

Route 38, Pennsauken and Cherry Hill Townships -- Slight interference to traffic for next 6 months during construction of drainage along shoulders. A short detour on Route 70 for eastbound traffic will be in effect during construction of gas pipeline.

(more)

1963
TRAFFIC CONDITIONS REPORT

Cape May

Route 47, Wildwood -- Resurfacing operations east of Grassy Sound Bridge will cause minor delays to traffic.

Cumberland

Route 47, Port Elizabeth -- Utility company installing gas line, minor delays due to reduction of traffic to one lane.

Hudson

Route 3, Secaucus -- All traffic will be diverted to the eastbound roadway during construction of the westbound Route 3 approach to the Hackensack River Bridge. The condition will continue until the end of June.

Occasional delays to traffic in the area of the operations to widen the Turnpike Bridge while equipment moves in the construction area. The condition will continue until the end of 1963.

Mercer

Route 29, West Trenton -- Utility company installing sanitary sewers. Traffic reduced to one lane during daylight operations.

Route 175, West Trenton -- Utility company installing sewers in the vicinity of Villa Victoria. Traffic will be reduced to one lane during daylight working hours.

Middlesex

Route 18, East Brunswick -- During construction of bridges north of Milltown

(more)

1963
TRAFFIC CONDITIONS REPORT

Middlesex cont'd

Road and north of Cranbury-South River Turnpike there will be delays to traffic.

Some delay to traffic during construction of barrier curb in the vicinity of Cranbury Road and Milltown Road. The condition will continue for about 2 weeks. Motorists may use New Brunswick-Old Bridge Turnpike when traveling in this area.

Route 287, Metuchen, Edison Twp. -- The intersection at Main Street and Route 1 is now open to traffic.

Monmouth

Route 9, Freehold -- Interference to traffic will result from trucks moving materials around the work area as well as from excavation operations.

Route 35, Manasquan -- The railroad bridge located about 500 feet south of Manasquan Circle will be under repair for about a month. Traffic will be restricted to a single lane during daylight working hours.

Route 35 and 34, Wall Township and Brielle -- Slight interference to traffic throughout the construction area. The condition will continue for 1 week.

Route 36, Raritan Township, Union Beach, Keansburg -- Slight interference to traffic at Waackaak Creek, East Creek and Flat Creek. The condition will continue until the end of the year.

(more)

1963
TRAFFIC CONDITIONS REPORT

Morris

Route 287, Parsippany-Troy Hills, Boonton -- Local traffic on Intervale Road, Parsippany-Troy Hills, will be detoured to relocated Boulevard "B" while the Intervale Road bridge is under construction. The condition is the same as that which prevailed last week and it will continue until June, 1963.

Ocean

Route 9, Manahawkin to Waretown -- Minor delays during resurfacing operations.

Somerset

Route 22, North Branch -- Minor delays during resurfacing of a short section of Route 22 and ramps.

Route 206, Bolmers Corner to Belle Meade -- Utility company installing conduits in shoulder area. Occasional restriction of traffic to one lane.

Route 287, Bridgewater Township -- Traffic will be detoured to temporary North Bridge Street via 3rd Avenue and Lenox Avenue during construction of North Bridge Street bridge. The condition will continue for about 3 months.

A detour on Routes U.S. 202 and 206 at the north end of the project will divert traffic to the west of the present roadway near Green Knoll Tavern. The condition will remain for 5 months.



1963
TRAFFIC CONDITIONS REPORT

Somerset cont'd

Traffic is detoured on Route 202-206, on Woodlawn Avenue and on Garretson Road while the Woodlawn Avenue-Garretson Road bridge is being built. The condition will continue for about 3 months.

Gaston Avenue will be closed to through traffic. Traffic from westbound Route 22 will have to use Kinsey Road or Adamsville Road to get to Foothill Road or Somerville Road. The condition will continue for 3 months.

Foothill Road will be closed to all traffic on Adams-ville Road to Route U.S. 202 during construction of Foothill Road bridge. Traffic will have to use Adamsville Road to reach U.S. 22. The condition will continue for 5 months.

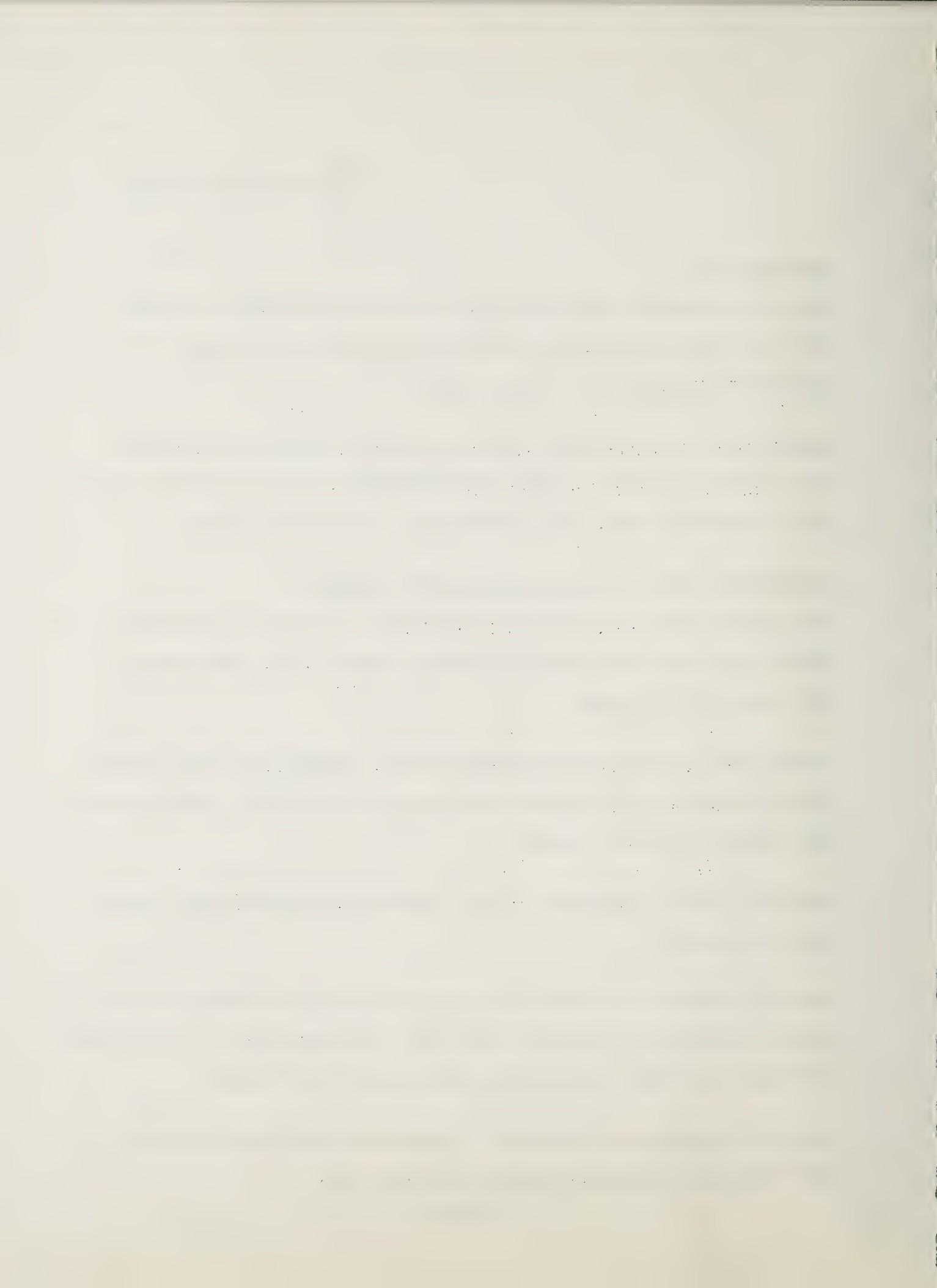
Talamini Road, which runs from Routes 202-206 to Country Club Road, has been closed temporarily while Talamini Road bridge is being built. The condition will continue for about 3 months.

Route 287, 202-206, Bedminster -- Minor interference expected while trucks cross the highway.

Route 287, Bridgewater, Bedminster -- Cedar Brook Road is closed to traffic during construction of Interstate Route 287. An overpass will be constructed for Cedar Brook Road. The condition will continue for 2 months.

Route 287, Pluckemin and Bedminster -- Occasional interference to traffic when construction equipment crosses Burnt Mills Road.

(more)



1963
TRAFFIC CONDITIONS REPORT

Sussex

Route 206, Frankford Township -- Slow traffic during working hours during removal of detour roadway in the vicinity of the Paulins Kill Bridge. The bridge is now open to both directions of traffic.

Union

Route 27, Linden, Elizabeth, Roselle -- Slight interference to traffic during widening operations work on the southbound side near the Elizabeth City Line.

Route 444, Garden State Parkway -- Shoulder repairs being made on the southbound side in the vicinity of Central Avenue. Traffic is reduced to two lanes.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - Ext. 431-432



RELEASE ON OR AFTER
WEDNESDAY MAY 8

1963
Route U.S. 206
COMPLETION
Frankford Township
Sussex County

Trenton, May 8 - The New Jersey State Highway Department today announced the new Route U.S. 206 bridge over Paulins Kill in Frankford Township, Sussex County, has been opened to traffic.

Construction of the bridge was part of an overall program intended to relieve congestion in the vicinity of Ross' Corner where Route 15 and County Road 565 intersect U.S. 206 about one quarter mile north of the stream.

A companion project completed last year north of the new bridge resulted in the construction of an added lane around the southwestern corner of Ross' Corner intersection for the convenience of southbound Route 206 traffic. Construction on the southeast corner set the curb line back about 15 feet to permit easier turning of northbound Route 206 traffic into Route 15 which forms the easterly leg of the intersection. County Road 565 extends north from the intersection.

One lane of traffic in each direction, northbound and southbound, is now open across the new bridge. Two lanes will be carried across the bridge in each direction when widening work now underway on the approach roadways at each end of the bridge is completed.

Costs of the bridge and the improvements at the Ross' Corner intersection will be nearly \$165,000 and will be paid entirely by the State Highway Department.

61-N-39
62-N-41
206, 23A, 23B

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - Ext. 431-432



IMMEDIATE RELEASE

1963

Route 46 COMPLETION
South Hackensack
Bergen County

Trenton, May 7 - The New Jersey State Highway Department today announced completion of an \$80,000 project aimed at relieving congestion on Route 46 in the vicinity of Phillips Avenue in South Hackensack, Bergen County.

A jug handle has been built on the south side of the main highway by modifying Main Street and Phillips Avenue thus reducing congestion created by eastbound Route 46 traffic waiting to make a left turn to Phillips Avenue toward the shopping center.

Traffic capacity has been increased by widening Route 46 nearly 12 feet on each side. The highway has been paved with bituminous concrete from the Main Street fork to a point about 500 feet east of Phillips Avenue.

Main Street has been widened 4 feet on each side and has been resurfaced past Phillips Avenue.

46,16B
62-N-41

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - EXT. 431-432



IMMEDIATE RELEASE

1963

TRAFFIC REGULATIONS

Route U.S. 206

Mercer & Somerset Counties

Trenton, May 7 - The New Jersey State Highway Department today announced that revised no passing zones will soon be in effect along Route U.S. 206, in Lawrence Township, Princeton Township and Princeton Borough in Mercer County; Montgomery Township, Hillsborough Township, Somerville Borough and Raritan Borough in Somerset County.

The revision of no passing zones along Route U.S. 206 in Mercer and Somerset Counties are the results of a complete review by the Department of all existing no passing zones in this area.

The revised no passing regulations will become effective with the painting of regulatory lines in the affected areas.

NP-63-1

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - EXT. 431-432

IMMEDIATE RELEASE



1963

Interstate Route 78
Sale of land and buildings
Springfield, Union County

Trenton, May 3 - The New Jersey State Highway Department today invited anyone interested in purchasing surplus property in Springfield, Union County, to attend a "clearance sale" May 9.

A Highway Department spokesman said seven residential buildings, and a piece of land are listed for public auction. They are located on parcels which must be cleared so that a section of Interstate Route 78 can be constructed in the vicinity of Morris Turnpike.

The future construction, first to be scheduled for Route 78 east of Annandale in Hunterdon County, was given priority to relieve congestion on Route 24 in the Springfield area. When completed, the combined sections of new Route 24 Freeway and Route 78 will form a by-pass around Route 24 (Morris Turnpike) in this built-up area.

The spokesman explained the "clearance" sales of excess land and buildings were inaugurated in 1956 to clear the Department's books of left-over pieces of land, and return them to municipal tax rolls.

In 1962, income from some 70 sales brought in \$107,000 for buildings, and \$113,000 for land parcels. In addition, \$69,000 in demolition costs were saved by selling the buildings. Another \$60,000 was saved when some owners decided to retain and relocate their buildings, and \$33,000 in demolition costs were realized by these relocations. The total came to \$382,000.

(more)

1963

Interstate Route 78
Sale of land and buildings
Springfield, Union County

A Department auctioneer will begin the May 9 sale at 40 Tulip Road in Springfield at 10:30 a.m. by inviting bids on the piece of land. It is an irregularly shaped piece which adjoins the northerly property line of Route 78. Side lengths are approximately 70 feet and 38 feet, and the rear line measures 95 feet.

At 11 a.m. the sale of seven buildings will commence; the split-level building at 40 Tulip Road; four dwellings, each one and one-half stories, at 141, 135, 119 Clairmont Place, and at 227 Bryant Avenue; also a one and one-half story brick rancher at 227, and a two and one-half story brick dwelling at 71 Bryant Avenue.

Conditions of the sale require a twenty-five per cent immediate deposit with the remainder due three days after notice is received from the Department that the sale has been approved. Another notice subsequently will be sent the purchaser at a later date requiring removal of the building within ten days.

Successful bidders also must raise the foundation walls to ground level, crack concrete cellar floors, and fill the cellar with a suitable material.

NEW JERSEY STATE HIGHWAY DEPARTMENT

Traffic Conditions Report

Bureau of Public Information
Trenton 25, New Jersey
TU xedo 2-3000

RELEASE FRIDAY MAY 3

WEEK OF MAY 4 - MAY 10

Trenton, May 3 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of May 4 - May 10.

Atlantic

Route 9, Somers Point and Linwood -- Minor delays to traffic during water main installation.

Route U.S. 30 Absecon -- There will be a short detour on Route U.S. 30 at the Shore Road during reconstruction of the bridge over Absecon Creek. Eastbound traffic will be detoured to the westbound side and movement will be restricted to one lane in each direction. The condition will continue for two months.

Bergen

Route 3, East Rutherford -- Southbound Route 20 traffic desiring to reach westbound Route 3 will detour by way of Paterson Plank Road and Route 17 to Route 3. The condition will continue for about 6 months.

In the construction area west of the Hackensack River there will be occasional delays to traffic resulting from movement of construction equipment across

(more)

1963
TRAFFIC CONDITIONS REPORT

Bergen cont'd

the highway. The condition will continue for about 6 months.

Route 4, Fairlawn -- Traffic will be reduced to one lane during construction of a turnaround. No weekend or evening interference.

Route 46, Hasbrouck Heights and Teterboro -- Minor delays to traffic may be expected for the next week during resurfacing operations on the bridge and approaches carrying the roadway over the New Jersey and New York Railroad. The condition is the same as that which prevailed last week and it will continue for another week.

Route 80, Teaneck, Ridgefield Park, Bogota -- The detour at Teaneck Road between Arthur Street and Jasper Avenue will remain until October, 1963 and the detour at Queen Anne Road between Arthur Street and Cypress Avenue will remain until July, 1963. The condition is the same as that which prevailed last week.

North Avenue will be blocked off between Seventh Street and Second Street for an indefinite period. The condition is the same as that which prevailed last week.

Route 80, Teterboro, Hackensack, South Hackensack -- Some minor delays due to topsoiling and general clean-up throughout the project in the area from 1000 feet south of the Hackensack and Lodi Railroad to the vicinity of Green Street. The condition is the same as that which prevailed last week and it will continue for another week.

(more)

1963
TRAFFIC CONDITIONS REPORT

Bergen cont'd

Route 80, Township of Hackensack, Teterboro and City of Hackensack -- There will be slight delays to traffic on Hudson Street in Hackensack from Vreeland Avenue to Dock Street and on Huyler Street in South Hackensack from Florida Street to Virginia Street due to utility work being performed in this area. The condition will continue for about five months.

Wesley Street, South Hackensack, restricted to one lane to be used in alternate directions during the reconstruction of the roadway between Green Street and Huyler Street.

Route 80, Lodi -- Minor delays to traffic during construction of Route 17 overpass. The condition is the same as that which prevailed last week and it will continue for about 2 weeks.

Route 95, Teaneck -- Fort Lee Road is detoured between Glenwood Avenue and the Overpeck Creek Bridge. Glenwood Avenue is detoured between Fort Lee Road and Cypress Street. The condition is the same as that which prevailed last week and it will continue until paving operations are completed.

Route 95, Fort Lee -- Edgewood Road is cut off until the bridge is built over Route 95. The condition is the same as that which prevailed last week and it will continue until July, 1963.

Bergen-Passaic

Route 80, Paterson, East Paterson -- Traffic on Lakeview Avenue is now being

(more)

1963
TRAFFIC CONDITIONS REPORT

Bergen-Passaic cont'd

detoured via Maryland Avenue, Trenton Avenue and Alabama Avenue to permit excavation operations to continue in a westerly direction. The condition is the same as that which prevailed last week and it will continue for 2 months.

Burlington

Route 130, City of Burlington -- On the north end of the project, both directions of traffic are routed to the southbound lanes. On the south end of the project, traffic is restricted to one lane northbound. The condition will continue for three weeks.

Route 295, Mount Laurel Township -- Church Road has been fully opened to traffic.

Route 206, Bordentown -- Traffic restricted to one lane during utility company installation operations.

Burlington-Camden

Route 130, Burlington, Edgewater Park, Delanco, Delran, Pennsauken, Cinnaminson -- Traffic will be restricted to one lane in each direction, northbound and southbound from Bridgeboro to Riverton during weekdays but not on weekends. Construction activity is expected in the area south of Bridgeboro to Riverton but not from north of Bridgeboro to Burlington. The condition will continue until July, 1963.

(more)

1963
TRAFFIC CONDITIONS REPORT

Burlington-Ocean

Route 9, New Gretna to Manahawkin -- Minor delays during resurfacing operations.

Camden

Route 38, Pennsauken and Cherry Hill Townships -- Slight interference to traffic during construction of drainage along shoulders and paving of center island.

Cape May

Route 47, Wildwood -- Resurfacing operations east of Grassy Sound Bridge will cause minor delays to traffic.

Cumberland

Route 47, Port Elizabeth -- Utility company installing gas line, minor delays due to reduction of traffic to one lane.

Hudson

Route 3, Secaucus -- All traffic will be diverted to the eastbound roadway during construction of the westbound Route 3 approach to the Hackensack River Bridge. The condition will continue until the end of June.

Occasional delays to traffic in the area of the operations to widen the Turnpike Bridge while equipment moves in the construction area. The condition will continue until the end of 1963.

1963
TRAFFIC CONDITIONS REPORT

Mercer

Route 29, West Trenton -- Utility company installing sanitary sewers.

Route 175, West Trenton -- Utility company installing sewers in the vicinity of Villa Victoria. Traffic will be reduced to one lane during daylight working hours.

Middlesex

Route 18, East Brunswick --- During construction of bridges north of Milltown Road and north of Cranbury-South River Turnpike there will be delays to traffic.

Some delay to traffic during construction of barrier curb in the vicinity of Cranbury Road and Milltown Road. The condition will continue for about 2 weeks. Motorists may use New Brunswick-Old Bridge Turnpike when traveling in this area.

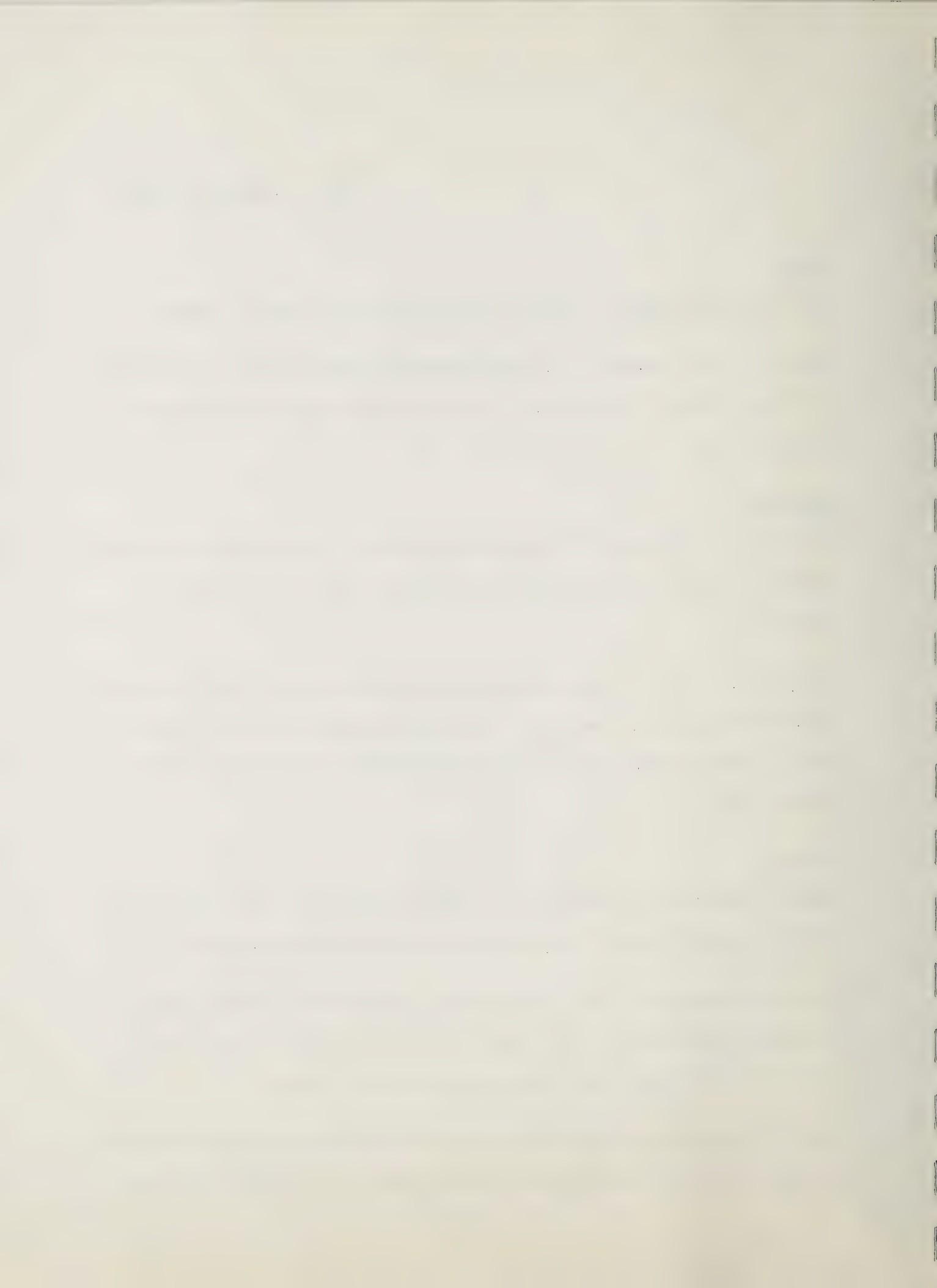
Monmouth

Route 9, Freehold -- Interference to traffic will result from trucks moving materials around the work area as well as from excavation operations.

Route 35, Manasquan -- The railroad bridge located about 500 feet south of Manasquan Circle will be under repair for about a month. Traffic will be restricted to a single lane during daylight working hours.

Route 35 and 34, Wall Township and Brielle -- Slight interference to traffic throughout the construction area. The condition will continue for 1 week.

(more)



1963
TRAFFIC CONDITIONS REPORT

Monmouth cont'd

Route 36, Raritan Township, Union Beach, Keansburg -- Slight interference to traffic at Waackaak Creek, East Creek and Flat Creek. The condition will continue until the end of the year.

Route 71, Springlake Heights -- Traffic will be reduced to a single lane in each direction during repairs to bridge deck.

Morris

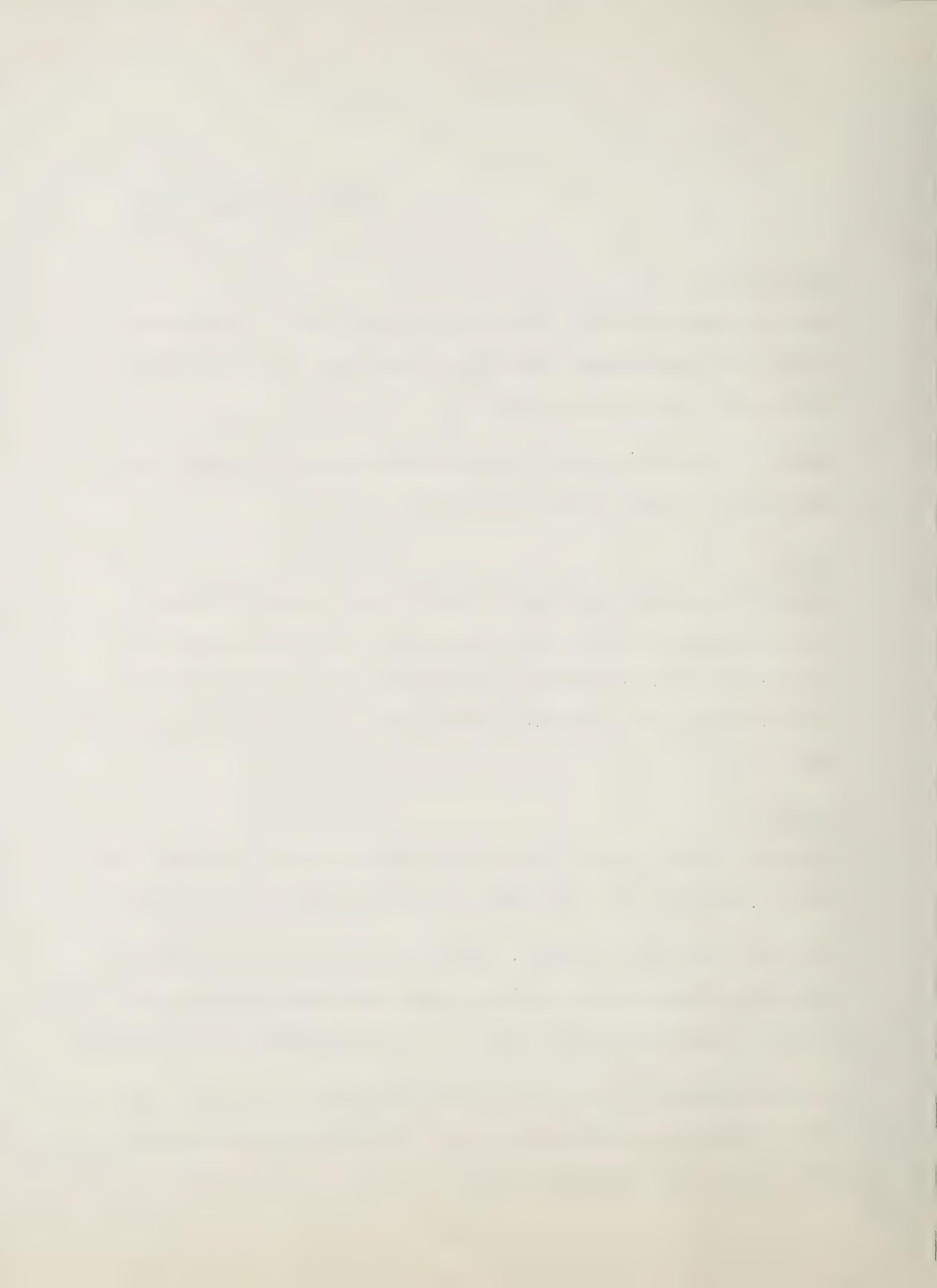
Route 287, Parsippany-Troy Hills, Boonton -- Local traffic on Intervale Road, Parsippany-Troy Hills, will be detoured to relocated Boulevard "B" while the Intervale Road bridge is under construction. The condition is the same as that which prevailed last week and it will continue until June, 1963.

Somerset

Route 206, Bolmers Corner to Belle Meade -- Utility company installing conduits in shoulder area. Occasional restriction of traffic to one lane.

Route 287, Bridgewater Township -- Traffic will be detoured to temporary North Bridge Street via 3rd Avenue and Lenox Avenue during construction of North Bridge Street bridge. The condition will continue for about 3 months.

A detour on Routes U.S. 202 and 206 at the north end of the project will divert traffic to the west of the present roadway near Green Knoll Tavern. The condition will remain for 5 months.



1963
TRAFFIC CONDITIONS REPORT

Somerset cont'd

Traffic is detoured on Route 202-206, on Woodlawn Avenue and on Garretson Road while the Woodlawn Avenue-Garretson Road bridge is being built. The condition will continue for about 3 months.

Gaston Avenue will be closed to through traffic. Traffic from westbound Route 22 will have to use Kinsey Road or Adamsville Road to get to Foothill Road or Somerville Road. The condition will continue for 4 months.

Foothill Road will be closed to all traffic on Friday, April 26 from Adamsville Road to Route U.S. 202 during construction of Foothill Road bridge. Traffic will have to use Adamsville Road to reach U.S. 22. The condition will continue for 5 months.

Talamini Road, which runs from Routes 202-206 to Country Club Road, has been closed temporarily while Talamini Road bridge is being built. The condition will continue for about 3 months.

Route 287, 202-206, Bedminster -- Minor interference expected while trucks cross the highway.

Route 287, Bridgewater, Bedminster -- Cedar Brook Road is closed to traffic during construction of Interstate Route 287. An overpass will be constructed for Cedar Brook Road. The condition will continue for 2 months.

Route 287, Pluckemin and Bedminster -- Occasional interference to traffic when construction equipment crosses Burnt Mills Road.



1963
TRAFFIC CONDITIONS REPORT

Sussex

Route 206, Frankford Township -- Traffic will be detoured around the construction area during construction of bridge and approaches at the Paulins Kill River.

Union

Route 27, Linden, Elizabeth, Roselle -- Slight interference to traffic during widening operations work on the southbound side near the Elizabeth City Line.

Route 444, Garden State Parkway -- Shoulder repairs being made on the southbound side in the vicinity of Central Avenue. Traffic is reduced to two lanes.

Warren

Route 22, Phillipsburg -- Minor delays during resurfacing operations.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - Ext. 431-432



ADVANCE FOR RELEASE
THURSDAY P.M., MAY 2

1963
TRAFFIC REGULATIONS
Route U. S. 206
Borough of Somerville
Somerset County

Trenton, May 2 - The New Jersey State Highway Department today announced it will soon establish new no parking zones along Route U.S. 206 in the Borough of Somerville, Somerset County.

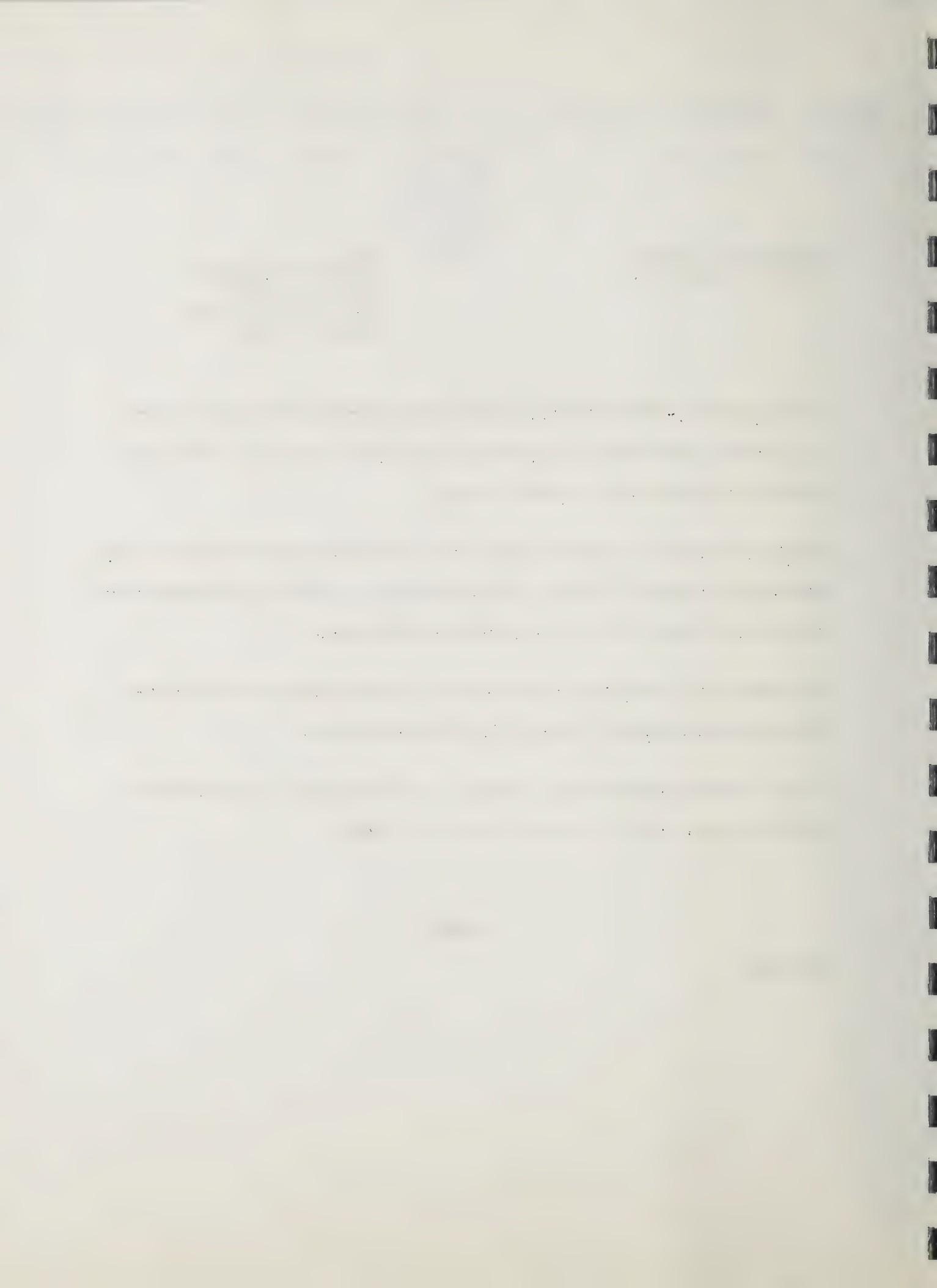
Parking, stopping or standing along the northbound side of Route U.S. 206, starting at a point 700 feet south and extending north to the intersection of Somerset Street, will be prohibited at all times.

This new zoning regulation is to remove a safety hazard to traffic approaching the Somerset Street, U.S. 206 intersection.

It will become effective upon posting of new regulatory signs within the affected area. This is expected within two weeks.

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RP-63-10



BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - Ext. 431-432

IMMEDIATE RELEASE



1963

Flemington-Whitehouse Rd. - BIDS
Flemington Junction
Hunterdon County
Federal Aid Secondary

Trenton, May 2 - The New Jersey State Highway Department to day announced it received a low bid of \$223,016.18 from Mal-Bros Contracting Co., West Caldwell on a project for the construction of a new bridge over the Lehigh Valley Railroad in Flemington Junction and the reconstruction of the Flemington-Whitehouse Road, Hunterdon County.

Other bidders on the project were: J. F. Chapman and Son, Inc., Hillside, \$250,204.30; Schiavone Construction Co., Inc., Secaucus, \$262,972.10; and Ell-Dorer Contracting Co., Irvington, \$299,238.76.

Recent industrial expansion in the area has created the need for increased highway capacity to accommodate truck and passenger vehicle traffic.

The .3 mile project consists of the construction of a new reinforced concrete bridge on steel beams over the Lehigh Valley Railroad adjacent to the existing bridge which is too narrow to meet needs.

Approaches to the new structure will be built consisting of a 5" thick macadam base topped by a 3" thick bituminous concrete surface bordered by concrete vertical curb. One lane of traffic will be carried in each direction, eastbound and westbound.

The existing bridge will be removed when traffic has been diverted to the new bridge.

On the east side of the new bridge a deceleration lane will be provided for eastbound traffic desiring to enter a new industrial plant at that location.

(more)

July 20 - 1900. - At 10 A.M. I started

out to the camp.

By noon I had made my way to the mouth of the river, and I found

the water very muddy and turbid, so I did not go far upstream.

At 1 P.M. I reached the mouth of the river.

At 2 P.M. I started up the river, and I found the water very muddy and

turbid, so I did not go far upstream, but I did go up about 100 yards.

At 3 P.M. I reached the mouth of the river.

At 4 P.M. I started up the river, and I found the water very muddy and

turbid, so I did not go far upstream, but I did go up about 100 yards.

At 5 P.M. I reached the mouth of the river, and I found the water very

muddy and turbid, so I did not go far upstream, but I did go up about

100 yards.

At 6 P.M. I reached the mouth of the river, and I found the water very

clear and transparent, so I did not go far upstream, but I did go up about

100

yards.

2.

1963

Flemington-Whitehouse Rd. - BIDS
Flemington Junction
Hunterdon County
Federal Aid Secondary

The intersection of Lehigh Reservoir Road, Bartles Corner Road and Flemington Junction Road lying west of the new bridge will be improved.

Costs of the project, which is expected to take 120 working days to complete, will be shared by the Federal Government, Hunterdon County and Raritan Township. The State Highway Department, acting as agent for the Federal Government, will receive bids, inspect the work as it progresses, and approve the completed job. All bids will be reviewed before the contract is awarded.

63-FAS
S247(1)

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - Ext. 431-432



1963

ROUTE U.S. 46 - BIDS
Passaic River Bridge
Montville Twp.
Morris County

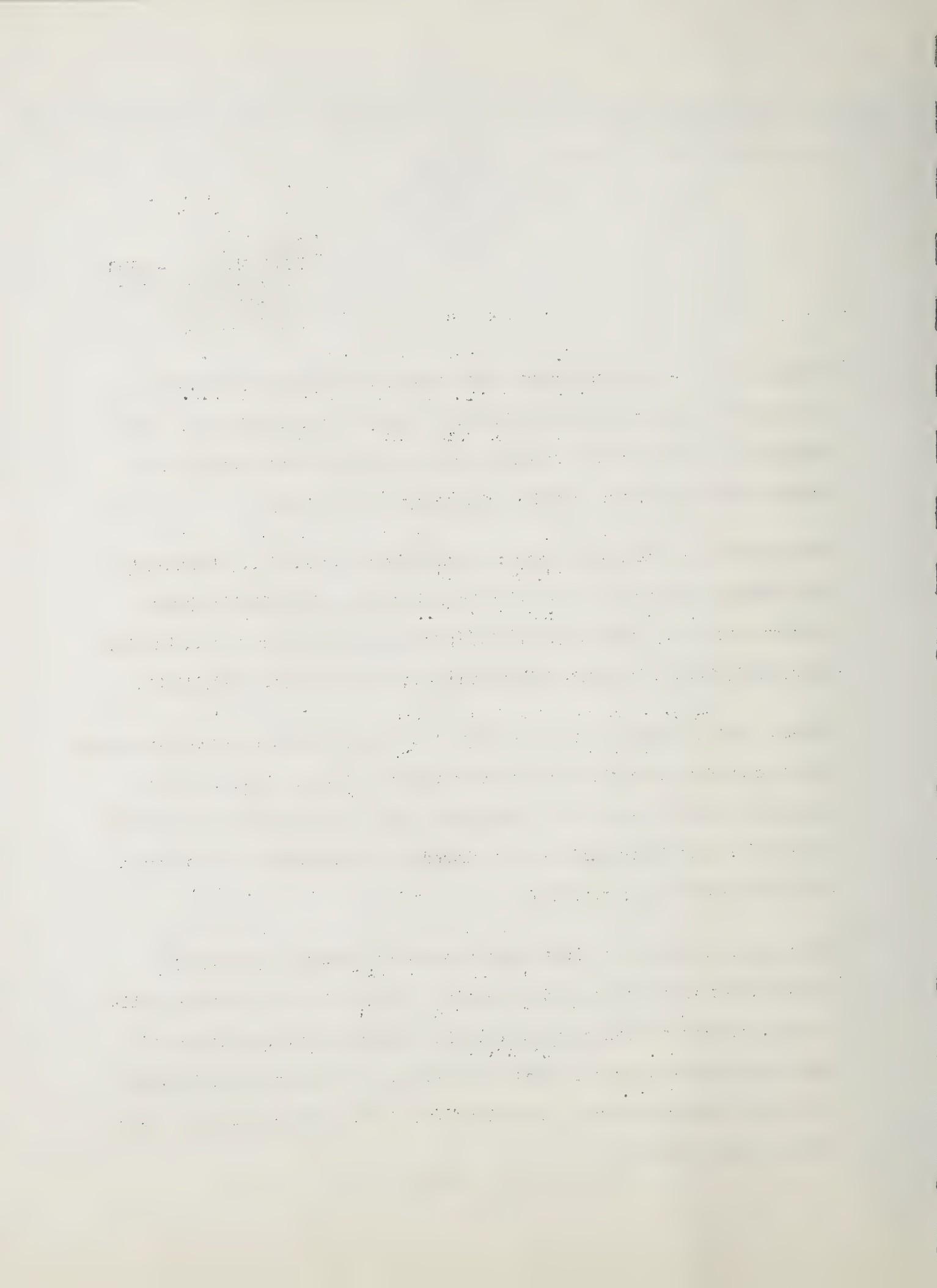
Trenton, May 2 - The New Jersey State Highway Department today announced it received a low bid of \$127,711.20 from Mal-Bros Contracting Co., West Caldwell, on a project for reconditioning the deck of the Route U.S. 46 Passaic River Bridge in Montville Township, Morris County

Other bidders on the project were: Tiernan Construction Co., Bloomfield, \$146,894.55; Schiavone Construction Co., Secaucas, \$147,451.15; Mohawk Constructors Inc., Linden, \$161,636.55; Cayuga Construction Corp., New York City, \$183,040.50; Franklin Contracting Co., Little Falls, \$192,313.25.

Repairs will be made by first stripping the nearly 3 inch layer of bituminous concrete surface from the deck and then removing the top two inches of reinforced concrete from the 9 inch thick deck. A new reinforced concrete surface 6 inches thick will then be placed on the stripped deck to form a new riding surface for traffic.

The project is part of a Department program to restore structurally sound bridges that are in need of repair. The 284 foot long bridge, built in 1940, carries two lanes of Route 46 in each direction, eastbound and westbound, separated by a 16 foot wide median. The roadways are bordered by ten foot wide shoulders. The bridge deck is 80 feet wide between curbs. Sidewalks are provided.

(more)



1963

ROUTE U.S. 46 - BIDS
Passaic River Bridge
Montville Twp.
Morris County

To assure a minimum of traffic interference, a work schedule will be followed so that one lane of traffic will be provided in each direction of travel, except as follows:

For eastbound traffic, on Mondays, 2 lanes will be provided from 6 a.m. to 9 p.m. and from 4 p.m. to 6 p.m.; from Tuesday through Friday, 2 lanes will be provided from 7 a.m. to 9 a.m. and from 4 p.m. to 6 p.m.; on Saturday and Sundays, 2 lanes will be provided from 3 p.m. to 12 p.m.

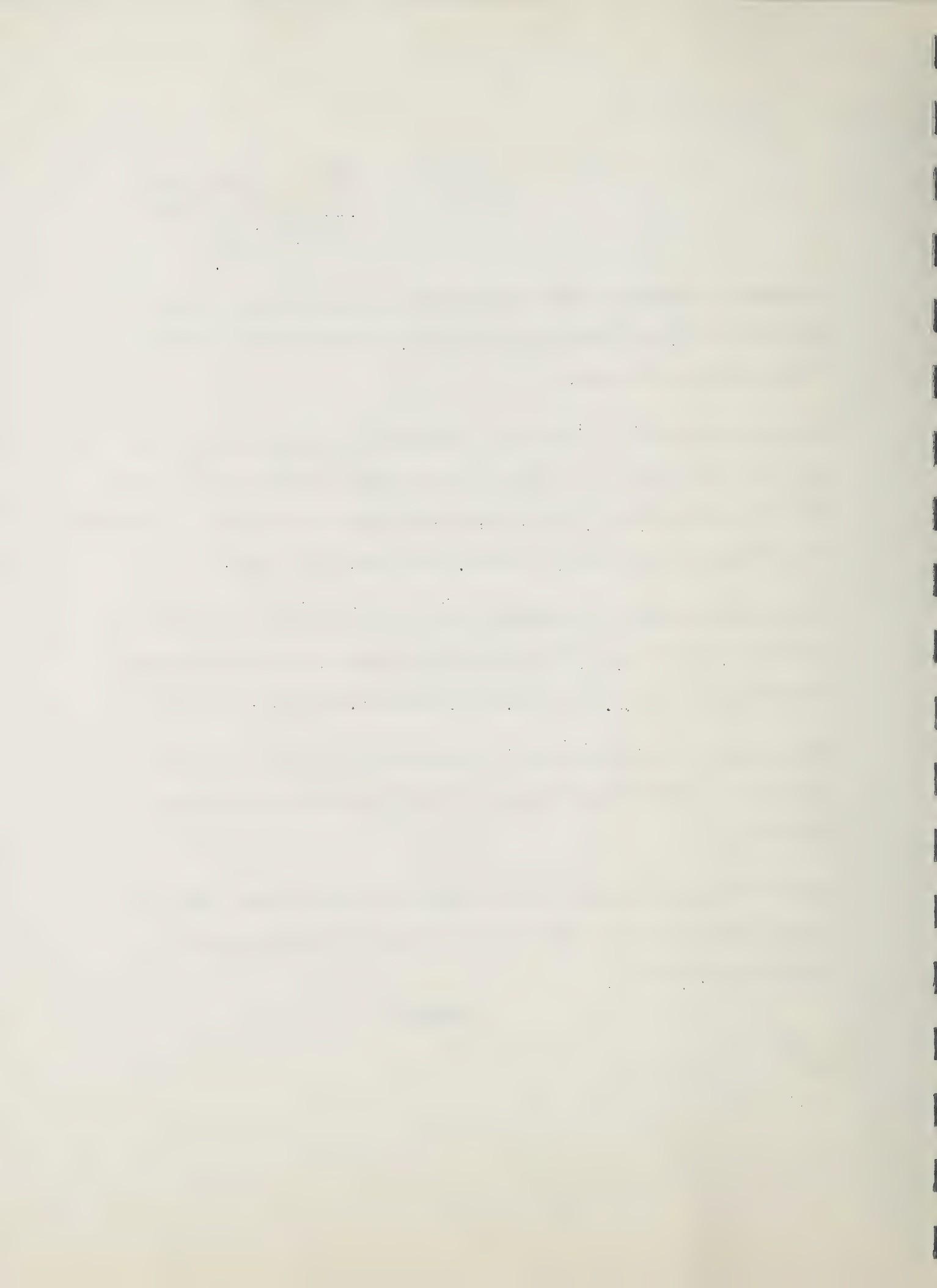
For westbound traffic, from Monday through Friday, 2 lanes of traffic will be provided from 7 a.m. to 8 a.m. and from 4 p.m. to 6 p.m.; on Saturday and Sunday 2 lanes of traffic will be provided from 9 a.m. to 2 p.m.

From 7 p.m. on the day preceding a legal holiday to 7 a.m. on the day following a legal holiday, 2 lanes of traffic will be provided in each direction.

Costs of the project, which will be completed by about August 16th, will be paid entirely by New Jersey. All bids will be reviewed before a contract is awarded.

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46,11B
63-M





BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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RELEASE THURSDAY P.M.'S



, 1963
Interstate Routes 80 &
95 ADV
Paving
Bergen County

Trenton, May 2 - The New Jersey State Highway Department today announced it will receive bids May 23 for the paving of a portion of Interstate Routes 80 and 95 in Bergen County.

The 3 mile project, which will be part of the Bergen-Passaic Expressway, extends from the Hackensack River Bridge in the Borough of Bogota to a point east of the intersection of Route 95 with Route 4 in the Borough of Fort Lee.

Roadway foundation and bridge construction work now underway on Route 80 between the Hackensack River Bridge and the intersection with Route 95 in Teaneck and on Route 95 between the intersection with Route 80 and the intersection with Route 4 in Fort Lee will be sufficiently far advanced to permit paving to begin by early summer.

As part of its continuing program of research into better highway construction methods, the Department has provided for the construction of experimental pavement sections at selected locations within the limits of the project. The normal cross section of the pavement will be varied slightly to give researchers an opportunity to conduct controlled tests and to make observations expected to produce data leading to the development of new and improved ways to increase the service life and reduce the costs of roadway pavements. Comparisons will be made between the experimental portions and the regular pavement.

(more)

the first time in the history of the world, the
whole of the human race has been gathered
together in one place, and that is the
present meeting of the World's Fair.
The great number of people here
from all parts of the world, and the
large amount of money spent by them,
will be a great stimulus to the
development of the country, and will
help to make it a great power.
The World's Fair is a great
success, and it will be remembered
as one of the greatest events in
the history of the world.

1963
Interstate Routes 80 & 95 ADV
Paving
Bergen County

With variations in certain locations, the roadways will normally consist of 2 lanes of express traffic in each direction, eastbound and westbound, bordered on the outer edges by shoulders and separated by white concrete barrier curb.

Local traffic roadways having 3 lanes in each direction will border the express roadways and will be separated from them by a concrete median. Shoulders will be built at the outer edges of the local traffic roadways.

Connecting ramps between local streets and the new highway will be separated from the local traffic roadways of the highway by a variable width concrete median. White concrete vertical curb will be built at the edges of the local roadways in some locations.

The roadways as well as connecting ramps will consist of subbase 12 inches thick, a layer of quarry processed stone 6 inches thick, a 6 inch thick macadam base course, 4 inches of bituminous stabilized base course (stone-mix type) and a 2 inch thick surface of bituminous concrete.

Shoulders will consist of subbase 22 inches thick and a layer of quarry processed stone 6 inches thick topped by a 2 inch thick bituminous concrete surface.

Construction of about 15 experimental sections of pavement will be confined to the local traffic roadways. Each section will be about 500 feet in

(more)

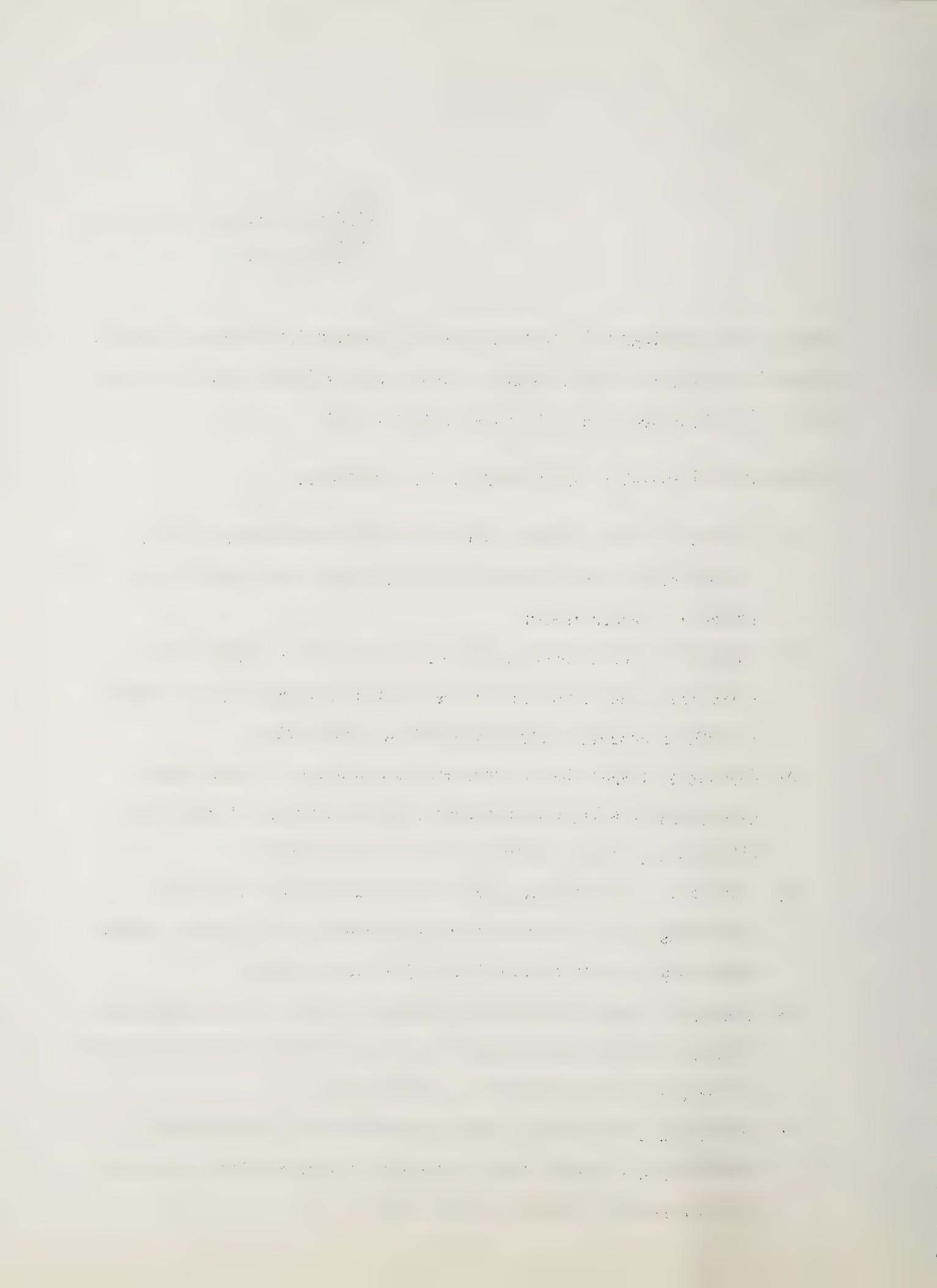
1963
Interstate Routes 80 & 95 ADV
Paving
Bergen County

length and the sections will be constructed in consecutive series on both the eastbound and westbound sides between a point about 300 feet east of Railroad Avenue and a point about 500 feet east of Park Avenue.

The experimental sections will consist of the following:

1. Subbase 1 $\frac{1}{4}$ inches thick, quarry-processed stone 6 inches thick, macadam base course 6 inches thick, bituminous concrete surface (FABC-2) 4 inches thick.
2. Subbase 1 $\frac{1}{4}$ inches thick, quarry-processed stone 6 inches thick, bituminous stabilized base course (stone-mix type) 6 inches thick, bituminous concrete surface (FABC-2) 4 inches thick.
3. Subbase 1 $\frac{1}{4}$ inches thick, quarry-processed stone 6 inches thick, bituminous stabilized base course (stone-mix type) 4 inches thick, bituminous concrete surface (FABC-2) 4 inches thick.
4. Subbase 1 $\frac{1}{4}$ inches thick, quarry-processed stone 6 inches thick, bituminous stabilized base course (gravel-mix type) 6 inches thick, bituminous concrete surface (FABC-2) 4 inches thick.
5. Subbase 1 $\frac{1}{4}$ inches thick, quarry-processed stone 6 inches thick, modified penetration macadam intermediate course 6 inches thick, bituminous concrete surface (FABC-2) 4 inches thick.
6. Subbase 1 $\frac{1}{4}$ inches thick, quarry-processed stone 6 inches thick, densely-graded crushed stone base course 6 inches thick, bituminous concrete surface (FABC-2) 4 inches thick.

(more)



1963
Interstate Routes 80 & 95 ADV
Paving
Bergen County

7. Subbase 12 inches thick, cement-treated base course 8 inches thick, densely-graded crushed stone base course 4 inches thick, bituminous stabilized base course (stone-mix type) 4 inches thick, bituminous concrete surface (FABC-1) 2 inches thick.
8. Subbase 12 inches thick, quarry-processed stone 6 inches thick macadam base course 6 inches thick, bituminous stabilized base course (stone-mix type) 4 inches thick, bituminous concrete surface (MABC-1) 2 inches thick.

A Highway Department spokesman noted that a savings of about $\$ \frac{1}{2}$ million in the purchase of construction materials will result from the use of crushed trap rock taken from a deep rock cut in the area where the superhighway crosses Route 4. Having been excavated, the trap rock was transported to rock crushers by truck. From the crusher, the rock was moved by conveyor belt to areas where it has been placed as part of the roadway foundation.

Consideration will be given to assuring careful control and standardization of the conditions under which the experimental work will be conducted so that end results may be measured and assessed with as few variable factors involved as possible. Additional Department construction inspection forces will be assigned to the project to assure that work is done uniformly using regular construction methods. Periodic measurements will be taken, tests will be made and the data will be assessed to determine variations in the properties and life of the pavement combinations used.

(more)

5.

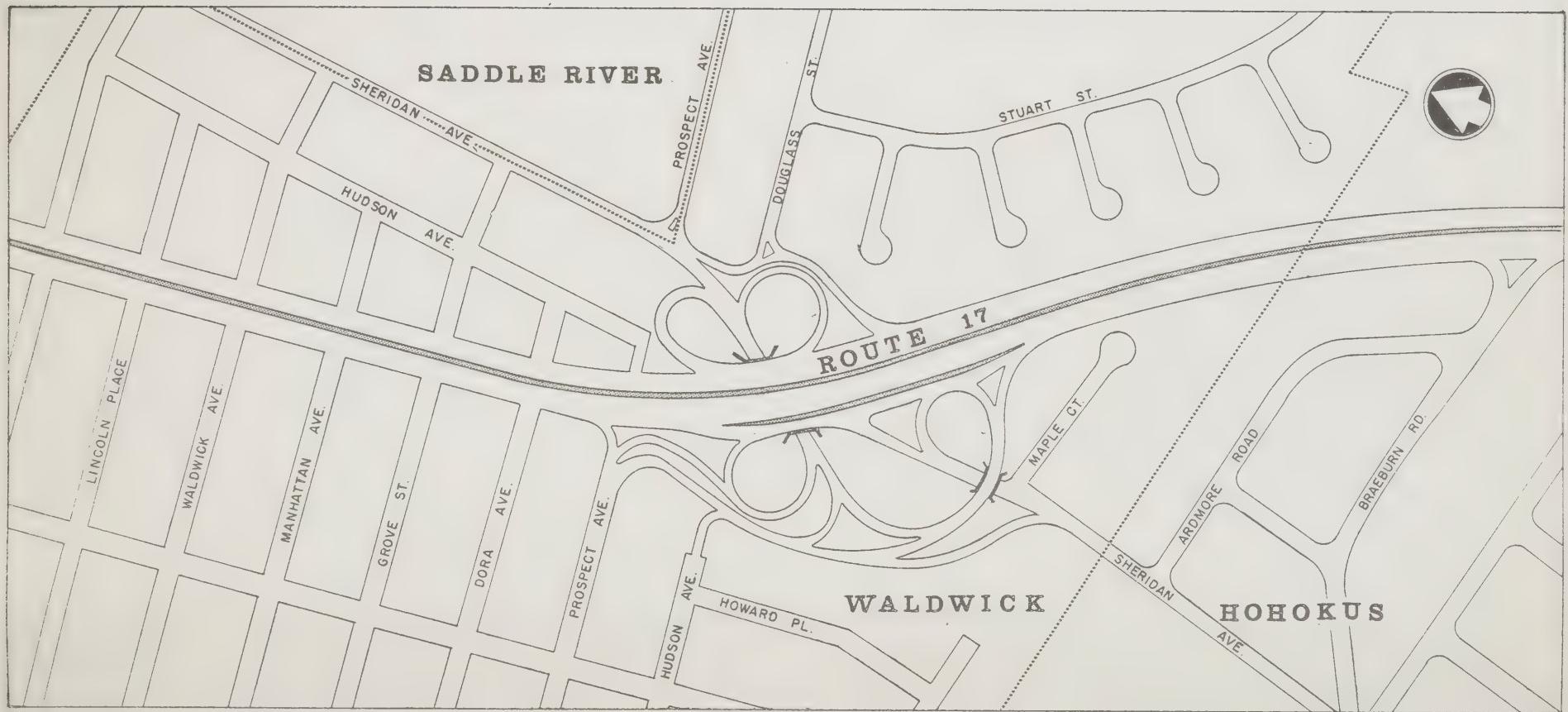
1963
Interstate Routes 80 & 95 ADV
Paving
Bergen County

The installation of permanent signs, electrical work for sign illumination, landscaping, fencing, guard rail and other incidental work are also included in the project.

Costs of the project, which is expected to be completed by November, 1964, will be paid by the Federal Government and New Jersey. All bids will be reviewed before a contract is awarded.

80,5V
95,1R
63-I-24

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BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - EXT. 431-432



ADVANCE FOR RELEASE
THURSDAY P.M., MAY 2

1963

Hearing
Route 17 - Prospect Ave.
Borough of Waldwick
Bergen County

Trenton May 2 - The New Jersey State Highway Department today announced it will hold a public hearing June 5, 1963 to explain plans for the construction of an interchange near the intersection of Route 17 and Prospect Avenue in the Borough of Waldwick, Bergen County.

The hearing will begin at 10 a. m. in the Municipal Building, Borough of Waldwick. Area residents and other parties will have an opportunity to see Department proposals, to express their views and to make constructive suggestions.

Highway Department engineers will present plans which will provide for widening of Route 17 in the area of the proposed interchange from the present two lanes of traffic in each direction to three lanes, northbound and southbound. Existing openings in the center island of the route would be closed in Saddle River, Waldwick and Ho-Ho-Kus.

A bridge would be built over Route 17 about 200 feet south of Prospect Avenue to carry traffic from local roads over the highway as well as to permit motorists on the highway to make turnarounds.

Another bridge would carry a connecting ramp over Sheridan Avenue west of Route 17.

1963
Hearing
Route 17 - Prospect Ave.
Borough of Waldwick
Bergen County

Ramps will be built on both sides of the Highway permitting traffic on local roads to interconnect as well as to cross Route 17 or to connect with it without hindrance.

The project is part of a long - range plan of the Highway Department to eliminate intersections at grades along Route 17 in order to increase the traffic capacity of intersections, prevent delays and increase safety for motorists.

Costs will be shared by the Federal Government and New Jersey.

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17.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - Ext. 431-432

RELEASE TUESDAY P.M.'S



1963

TRAFFIC REGULATIONS
Route 206
Hamilton Township
Mercer County

Trenton, April 30 - The New Jersey State Highway Department today announced it will soon establish new no parking zones to permit reservation of curb space for bus stops along Route 206 in Hamilton Township, Mercer County.

Parking, stopping and standing will be prohibited at all times in the following bus stop areas:

Along the northbound side of Route U.S. 206;

A. North corner or far side bus stops at -

- | | |
|---------------------|---------------------|
| 1. Colonial Avenue | 5. Churchill Avenue |
| 2. Homestead Avenue | 6. Rowan Avenue |
| 3. Woodside Avenue | 7. Lida Street |
| 4. Maddock Avenue | 8. Lily Street. |

B. South corner or near side bus stops at -

- | | |
|---------------------|------------------|
| 1. Fernwood Avenue | 5. Park Avenue |
| 2. Beech Avenue | 6. Samuel Street |
| 3. Samdin Boulevard | 7. Cedar Lane |
| 4. Lake Avenue | |

C. (Mid-Block Bus Stops; beginning)

1. 135 feet north of Maple Shade Avenue
2. 115 feet north of Fernwood Avenue
3. 350 feet north of Beech Avenue
4. 130 feet south of the prolongation of the northerly curb line of Buchanan Avenue

Along the southbound side of Route U.S. 206;

A. South corner or far side bus stops at -

- | | |
|-------------------|-----------------|
| 1. Parent Avenue | 4. Trebor Drive |
| 2. Hobson Avenue | 5. Lake Avenue |
| 3. Harcourt Drive | 6. Park Avenue |

(more)

1963
TRAFFIC REGULATIONS
Route 206
Hamilton Township
Mercer County

B. North corner or near side bus stops at -

- | | |
|--------------------|--------------------|
| 1. Dewey Avenue | 4. Buchanan Avenue |
| 2. Oldfield Avenue | 5. Harrison Avenue |
| 3. Rowan Avenue | 6. Sewell Avenue |

C. (Mid-Block Bus Stops; beginning)

1. Across from the southerly curb line of Colonial Avenue.
2. Across from the southerly curb line of Thropp Avenue.

Regulations will go into effect upon the posting of signs within the affected areas.

RP-63-11

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WEST SADDLE RIVER ROAD



HOHOKUS

BRAEBURN AVE

ROUTE 17

HOLLYWOOD AVE

ADDISON PLACE

HOLLYWOOD
AVE

WASHINGTON
RD

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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FOR RELEASE ON OR AFTER
MONDAY P.M., APRIL 29

1963

Hearing

Route 17 - Hollywood Avenue
Borough of Ho-Ho-Kus
Bergen County

Trenton April 29 - The New Jersey State Highway Department today announced it will hold a public hearing May 29, 1963 to explain plans for the construction of an interchange at the intersection of Route 17 and Hollywood Avenue in the Borough of Ho-Ho-Kus, Bergen County.

The hearing will begin at 10 a. m. in the Municipal Building, Borough of Ho-Ho-Kus. Area residents and other parties will have an opportunity to see Department proposals, to express their views and to make constructive suggestions.

Highway Department engineers will present plans which will provide for widening of Route 17 in the area of the proposed interchange from the present two lanes of traffic in each direction to three lanes, northbound and southbound. Existing openings in the center island of the route would be closed in the area.

An underpass bridge would be constructed about 200 feet north of the present Hollywood Avenue intersection which would carry traffic from local roads over Route 17.

The new interchange would occupy areas to the east and west of Route 17 and north of the present location of Hollywood Avenue.

(more)

2.

1963

Hearing

Route 17 - Hollywood Avenue
Borough of Ho-Ho-Kus
Bergen County

Both directions of traffic on Route 17 would be able to reach both directions of traffic on Hollywood Avenue without delay as well as to make turnarounds through use of the interchange.

Both directions of traffic on Hollywood Avenue as well as other traffic on local roads would be able to cross Route 17 safely and without hindrance.

The project is part of a long range plan of the Highway Department to eliminate intersections at grade along Route 17 in order to increase the traffic capacity of intersections, prevent delays and increase safety for motorists.

Costs will be shared by the Federal Government and New Jersey.

17.

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NEW JERSEY

STATE HIGHWAY DEPARTMENT

Traffic Conditions Report

Bureau of Public Information
Trenton 25, New Jersey
TU xedo 2-3000

RELEASE FRIDAY APRIL 26

WEEK OF APRIL 27 - MAY 3

Trenton, April 26 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of April 27 - May 3.

Atlantic

Route 9, Somers Point -- Minor delays to traffic during sanitary sewer construction.

Route 9, Pleasantville -- Minor delays from Tilton Road to Route 40 during resurfacing operations.

Route U.S. 30 Absecon -- There will be a short detour on Route U.S. 30 at the Shore Road during reconstruction of the bridge over Absecon Creek. East-bound traffic will be detoured to the westbound side and movement will be restricted to one lane in each direction. The condition will continue for two months.

Bergen

Route 3, East Rutherford -- Southbound Route 20 traffic desiring to reach westbound Route 3 will detour by way of Paterson Plank Road and Route 17 to

(more)

1963
TRAFFIC CONDITIONS REPORT

Bergen cont'd

Route 3. The condition will continue for about 6 months.

In the construction area west of the Hackensack River there will be occasional delays to traffic resulting from movement of construction equipment across the highway. The condition will continue for about 6 months.

Route 4, Fairlawn -- Traffic will be reduced to one lane during construction of a turnaround. No weekend or evening interference.

Route 46, Hasbrouck Heights and Teterboro -- Minor delays to traffic may be expected for the next week during resurfacing operations on the bridge and approaches carrying the roadway over the New Jersey and New York Railroad. The condition is the same as that which prevailed last week and it will continue for another week.

Route 80, Teaneck, Ridgefield Park, Bogota -- The detour at Teaneck Road between Arthur Street and Jasper Avenue will remain until October, 1963 and the detour at Queen Anne Road between Arthur Street and Cypress Avenue will remain until July, 1963. The condition is the same as that which prevailed last week.

North Avenue will be blocked off between Seventh Street and Second Street for an indefinite period. The condition is the same as that which prevailed last week.

(more)

1963
TRAFFIC CONDITIONS REPORT

Bergen cont'd

Route 80, Teterboro, Hackensack, South Hackensack -- Some minor delays due to topsoiling and general clean-up throughout the project in the area from 1000 feet south of the Hackensack and Lodi Railroad to the vicinity of Green Street. The condition is the same as that which prevailed last week and it will continue for another week.

Route 80, Township of Hackensack, Teterboro and City of Hackensack -- There will be slight delays to traffic on Hudson Street in Hackensack from Vreeland Avenue to Dock Street and on Huyler Street in South Hackensack from Florida Street to Virginia Street due to utility work being performed in this area. The condition will continue for about five months.

Wesley Street, South Hackensack, restricted to one lane to be used in alternate directions during the reconstruction of the roadway between Green Street and Huyler Street.

Route 80, Saddle Brook, Rochelle Park, Lodi -- There will be slight delays for the next two weeks at Market Street Overpass due to the pouring of concrete for bridge deck. During pouring of deck, Market Street is closed to traffic. Traffic is detoured from Market Street to Saddle River Road, to Railroad Avenue, to Rochelle Avenue, to Main and Essex Streets. The condition is the same as that which prevailed last week and it will continue for about 2 weeks longer.

(more)

1963
TRAFFIC CONDITIONS REPORT

Bergen cont'd

Route 80, Lodi -- Minor delays to traffic during construction of Route 17 overpass. The condition is the same as that which prevailed last week and it will continue for about 2 weeks.

Route 95, Teaneck -- Fort Lee Road is detoured between Glenwood Avenue and the Overpeck Creek Bridge. Glenwood Avenue is detoured between Fort Lee Road and Cypress Street. The condition is the same as that which prevailed last week and it will continue until paving operations are completed.

Route 95, Fort Lee -- Edgewood Road is cut off until the bridge is built over Route 95. The condition is the same as that which prevailed last week and it will continue until July, 1963.

Bergen-Passaic

Route 80, Paterson, East Paterson -- Traffic on Lakeview Avenue is now being detoured via Maryland Avenue, Trenton Avenue and Alabama Avenue to permit excavation operations to continue in a westerly direction. The condition is the same as that which prevailed last week and it will continue for 2 months.

Burlington

Route 130, City of Burlington -- On the north end of the project, both directions of traffic are routed to the southbound lanes. On the south end of the project, traffic is restricted to one lane northbound. The condition will continue for three weeks.

(more)

1963
TRAFFIC CONDITIONS REPORT

Burlington cont'd

Route 295, Mount Laurel Township -- A detour will be set up to expedite the construction of Church Road at Route 295. Traffic will be guided by signs from the intersection of Church Road and Route 41 (Kings Highway) to Route 73 to Fellowship Road to the intersection of Fellowship Road and Church Road for the next week.

Burlington-Camden

Route 130, Burlington, Edgewater Park, Delanco, Delran, Pennsauken, Cinnaminson -- Traffic will be restricted to one lane in each direction, northbound and southbound from Bridgeboro to the City of Burlington during weekdays but not on weekends. Construction activity is expected in the area from Bridgeboro to Riverton. The condition will continue until July, 1963.

Camden

Route 30, Ancora -- Minor delays during repairs to bridge deck.

Hudson

Route 3, Secaucus -- All traffic will be diverted to the eastbound roadway during construction on the westbound Route 3 approach to the Hackensack River Bridge. The condition will continue until the end of June.

Occasional delays to traffic in the area of the operations to widen the Turnpike Bridge while equipment moves in the construction area. The condition will continue until the end of the year.

(more)

1963
TRAFFIC CONDITIONS REPORT

Mercer

Route 29, Trenton -- Utility company installing sanitary sewers.

Middlesex

Route 18, East Brunswick --- During construction of bridges north of Milltown Road and north of Cranbury-South River Turnpike there will be delays to traffic. Traffic will be restricted to a single lane in each direction during construction of barrier curb.

Route 287, Metuchen, Edison Township -- Main Street traffic will be diverted around the construction area until new Route 287 bridge is completed. Route 1 traffic should be restored to its normal pattern by the end of April, weather permitting, except in locations where resurfacing operations are taking place.

Monmouth

Route 9, Freehold -- Interference to traffic will result from trucks moving materials around the work area as well as from excavation operations.

Route 35 and 34, Wall Township and Brielle -- Restriction of traffic on Route 35 from Brielle Circle to School House Road. Traffic is restricted to one lane in each direction during construction of barrier curb. The condition will continue for 1 week.

Route 36, Raritan Township, Union Beach, Keansburg -- Slight interference to traffic at Waackaak Creek, East Creek and Flat Creek. The condition will continue until the end of the year.

(more)

1963
TRAFFIC CONDITIONS REPORT

Monmouth cont'd

Route 71, Springlake Heights -- Traffic will be reduced to a single lane in each direction during repairs to bridge deck.

Morris

Route 287, Parsippany-Troy Hills, Boonton -- Local traffic on Intervale Road, Parsippany-Troy Hills, will be detoured to relocated Boulevard "B" while the Intervale Road bridge is under construction. The condition is the same as that which prevailed last week and it will continue until May, 1963.

Somerset

Route 206, Bolmers Corner to Belle Meade -- Utility company installing conduits in shoulder area.

Route 287, Bridgewater Township -- Traffic will be detoured to temporary North Bridge Street via 3rd Avenue and Lenox Avenue during construction of North Bridge Street bridge. The condition will continue for about 3 months.

A detour on Routes U.S. 202 and 206 at the north end of the project will divert traffic to the west of the present roadway near Green Knoll Tavern. The condition will remain for 5 months.

Traffic is detoured on Route 202-206, on Woodlawn Avenue and on Garretson Road while the Woodlawn Avenue-Garretson Road bridge is being built. The condition will continue for about 3 months.

Gaston Avenue will be closed to through traffic. Traffic from westbound

(more)

1963
TRAFFIC CONDITIONS REPORT

Somerset cont'd

Route 22 will have to use Kinsey Road or Adamsville Road to get to Foothill Road or Somerville Road. The condition will continue for 4 months.

Foothill Road will be closed to all traffic on Friday, April 26 from Adamsville Road to Route U.S. 202 during construction of Foothill Road bridge.

Traffic will have to use Adamsville Road to reach U.S. 22. The condition will continue during bridge construction.

Talamini Road, which runs from Routes 202-206 to Country Club Road, has been closed temporarily while Talamini Road bridge is being built. The condition will continue for about 3 months.

Route 287, 202-206, Bedminster -- Minor interference expected while trucks cross the roadway.

Route 287, Bridgewater, Bedminster -- Cedar Brook Road is closed to traffic during construction of Interstate Route 287. An overpass will be constructed for Cedar Brook Road. The condition will continue for 2 months.

Route 287, Pluckemin and Bedminster -- Occasional interference to traffic when construction equipment crosses Burnt Mills Road. Relocated Country Club Road is open.

Sussex

Route 206, Frankford Township -- Traffic will be detoured around the construction area during construction of bridge approaches at the Paulins Kill River.

(more)



1963
TRAFFIC CONDITIONS REPORT

Union

Route 27, Linden, Elizabeth, Roselle -- Slight interference to traffic during widening operations work on the southbound side near the Elizabeth City Line.

Route 444, Garden State Parkway -- Shoulder repairs being made on the northbound side in the vicinity of Central Avenue.

Warren

Route 22, Phillipsburg -- Utilities are being elevated on the westbound roadway prior to resurfacing operations.

Route 24, Stewartsville -- Minor delays during resurfacing operations. No evening or weekend interference.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - Ext. 431-432



RELEASE
THURSDAY P.M.

1963
ROUTE N. J. 27
COMPLETION
RAHWAY & LINDEN, UNION COUNTY

Trenton, April 25 - The New Jersey State Highway Department today announced completion of a project for widening and resurfacing 2.6 miles of Route 27 between Colonia Boulevard, in Rahway, and Stiles Street in Linden, Union County.

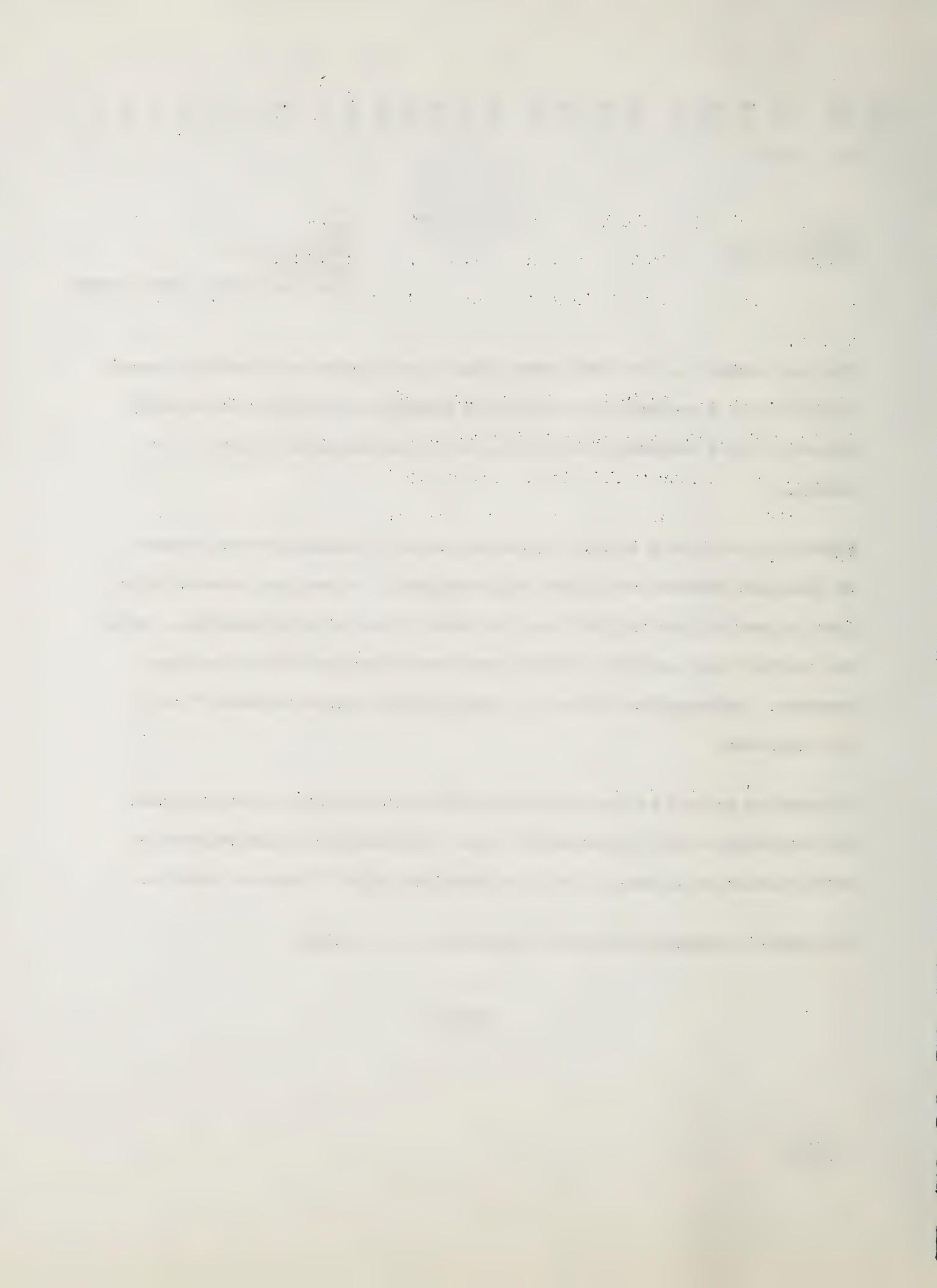
Formerly, the highway in this area consisted of a 3-lane concrete roadway 29 feet wide bordered by 10-foot wide shoulders. It has been widened to 44 feet to provide four traffic lanes bordered by 10-foot wide shoulders. Both the traffic lanes and the shoulders have been resurfaced with bituminous concrete. Drainage facilities and local road approaches to Route 27 were also improved.

A companion project is now underway beginning at Miltonia Avenue in Linden and extending to the Elizabeth City line. The existing 3-lane roadway is being widened to 4 lanes and will be resurfaced with bituminous concrete.

The State-financed projects will cost about \$1.6 million.

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27-7A, 8A
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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - Ext. 431-432



RELEASE
THURSDAY P.M.

1963
Route 4 - COMPLETION
Hackensack River Bridge
Hackensack-Teaneck
Bergen County

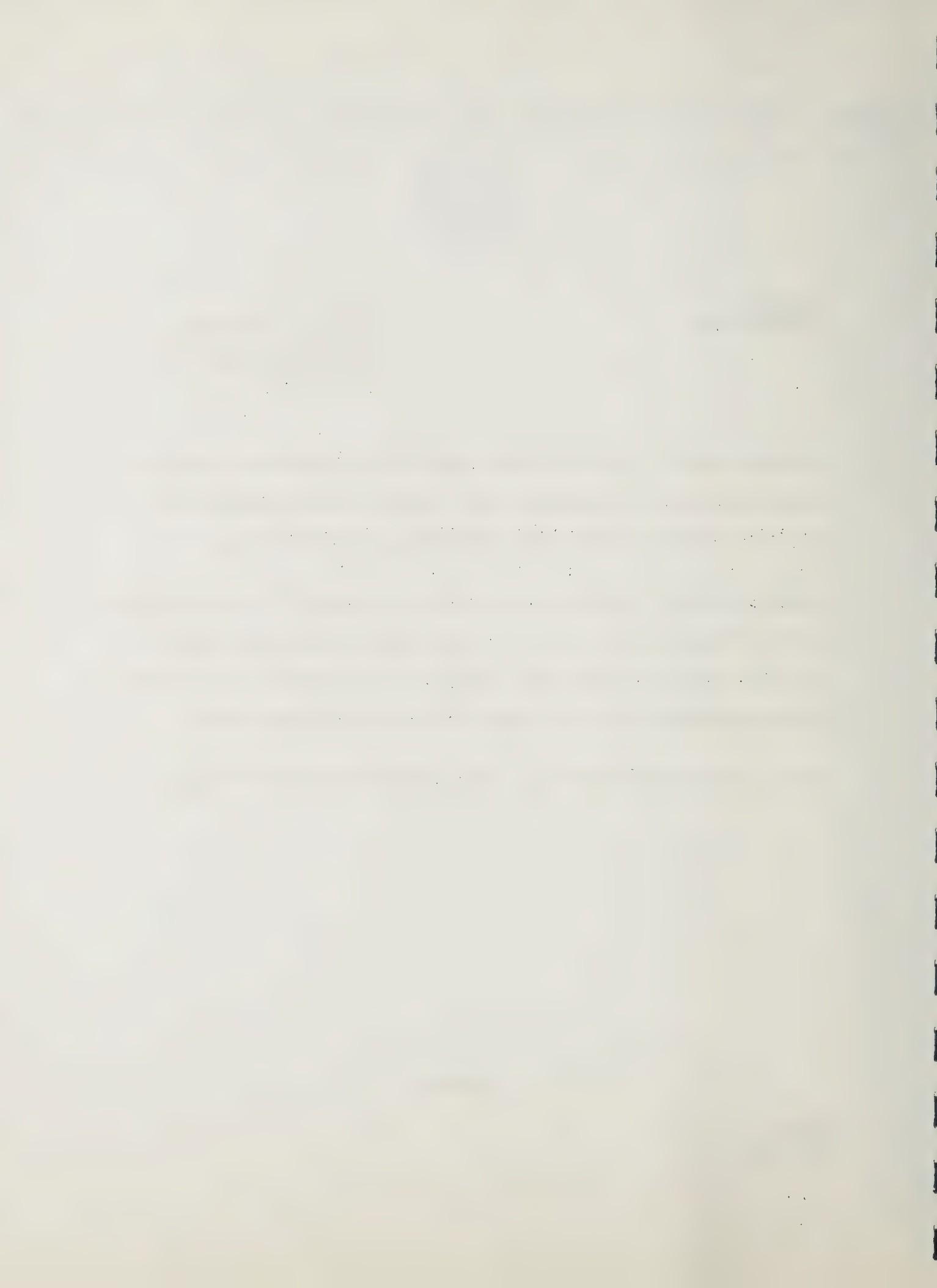
Trenton, April 25 - The New Jersey State Highway Department today announced completion of a project that consisted of reconditioning the deck of the Route 4 Hackensack River Bridge in Bergen County.

Repairs were made by stripping the three-inch layer of bituminous concrete off the deck, then removing the top two inches of reinforced concrete from the eight-inch thick deck. The job was completed by placing a new reinforced concrete surface 6 inches thick on the stripped deck.

Costs of the nearly \$188,000 job were paid entirely by New Jersey.

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62-M
4,2C,3E



BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUXEDO 2-3000 - EXT. 431-432

RELEASE
THURSDAY P.M.

1963
TRAFFIC REGULATIONS
Route U. S. 9
Madison Township
Middlesex County

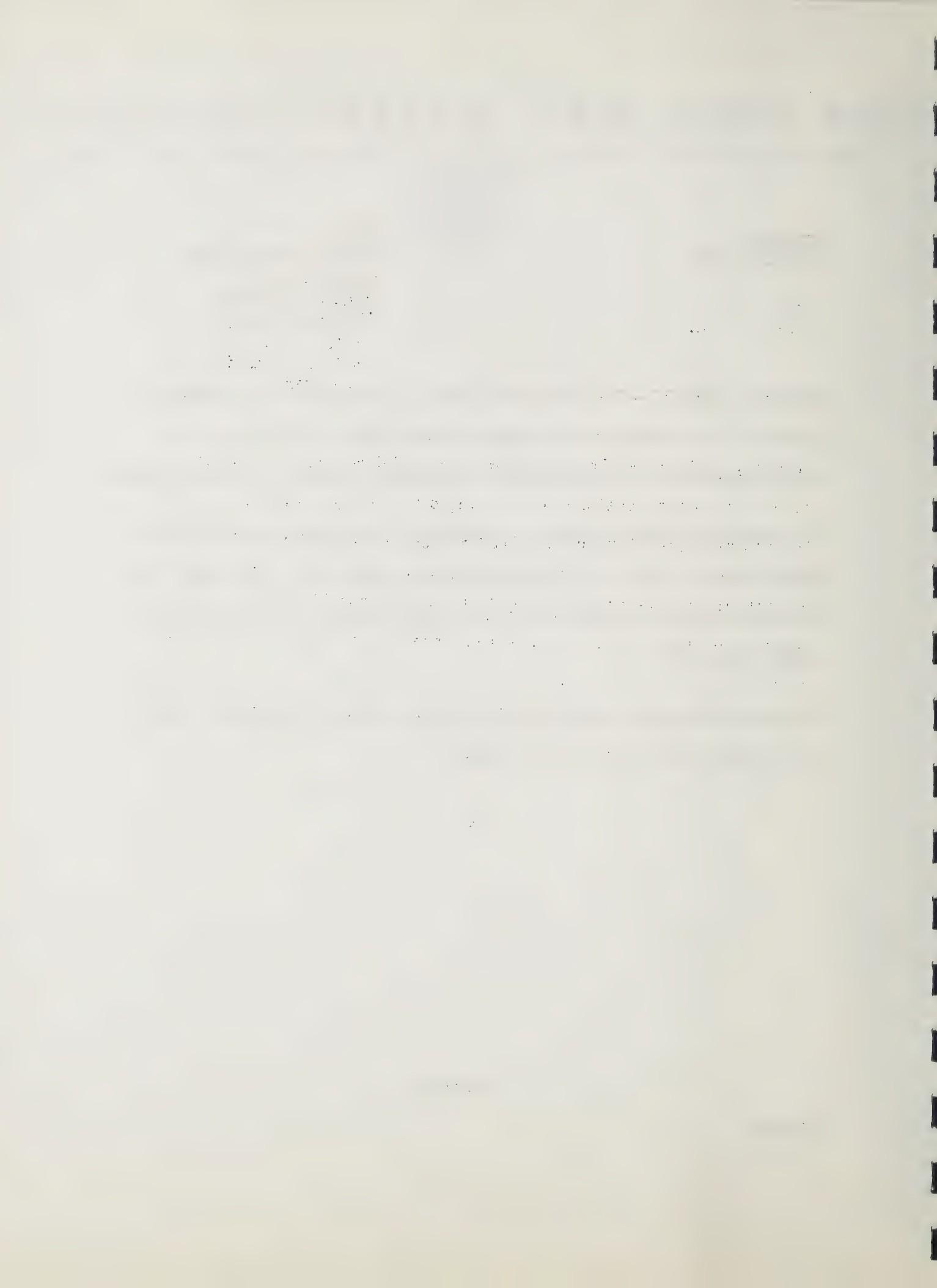
Trenton, April 25 - The New Jersey State Highway Department today announced it has established no parking zones along Route U. S. 9 at the intersection with Ernston Road in Madison Township, Middlesex County.

No stopping or standing will be permitted at any time along the southbound side of Route U. S. 9 between Ernston Road and a point 1,225 feet south nor along the northbound side between Ernston Road and a point 1,577 feet south.

The regulation will become effective upon posting of regulatory signs in the area within the next two weeks.

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RP-63-9



BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - Ext. 431-432



RELEASE
THURSDAY P.M.

1963

ROUTE 1 - COMPLETION
Woodbridge Ave. Interchange
Edison Twp., Middlesex Co.

Trenton, April 25 - The New Jersey State Highway Department today announced completion of another project in the overall modernization of Route 1 from Trenton to Newark.

A 1.3 mile section of Route 1 extending from the south end of the Raritan River Bridge in New Brunswick north to Plainfield Avenue in Edison Township, Middlesex County, was involved in this recent project.

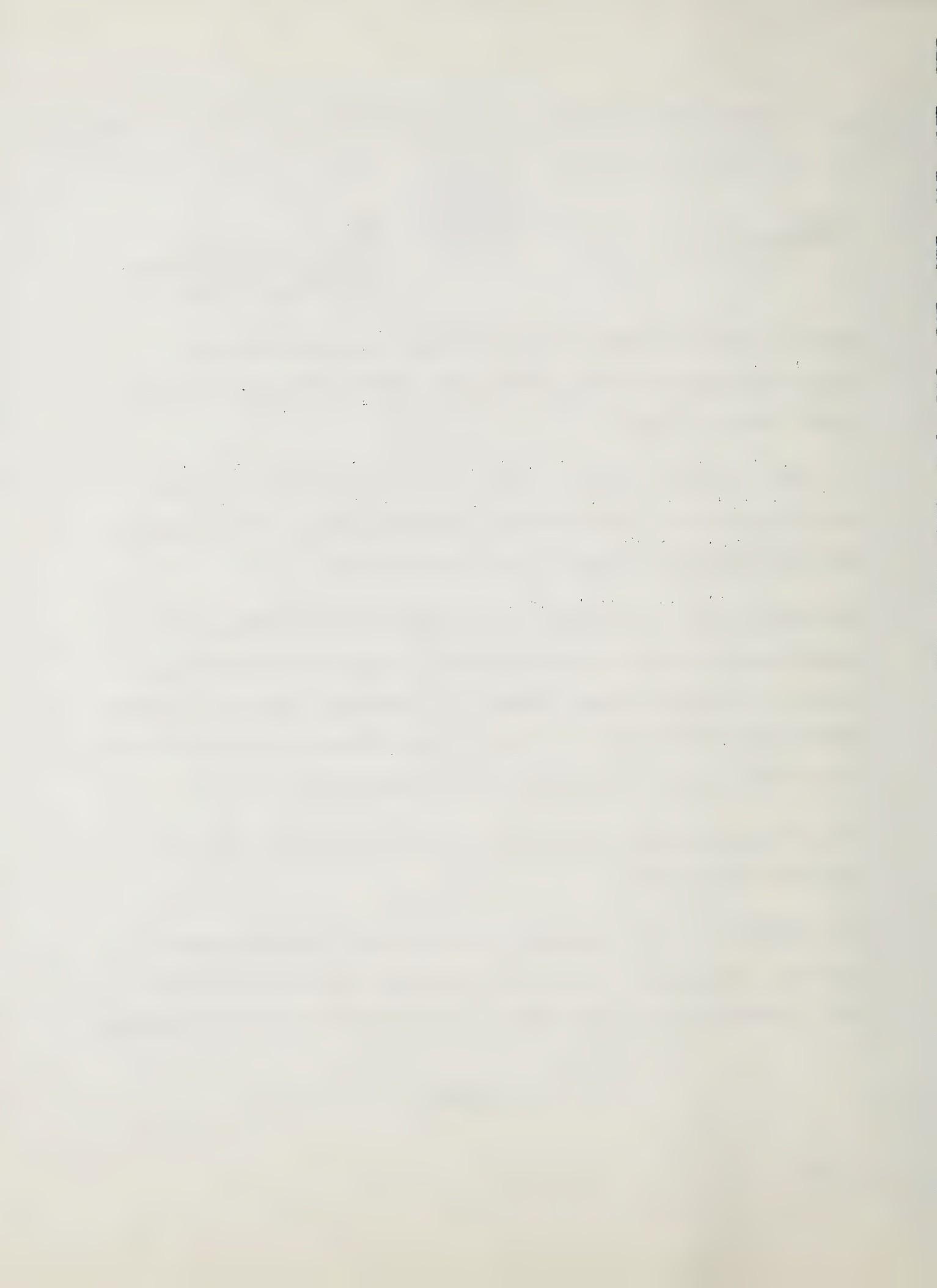
Improvements in the area included an interchange at the Woodbridge Avenue intersection. A bridge now carries Woodbridge Avenue over the highway and eliminates the former at-grade intersection. More than 7000 feet of concrete barrier curb were built from the Raritan River to Plainfield Avenue and Route 1 was widened and resurfaced along the entire length of the project.

Incidental paving, landscaping and clean-up work now under way will be completed in 1 - 2 weeks.

Modernization work has now progressed northward from Trenton for about 25 miles at a cost of about \$7.5 million dollars. Safe access facilities have been provided for communities bordering the busy north-south corridor highway.

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60-P-14



BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXedo 2-3000 - Ext. 431-432



RELEASE
THURSDAY P.M.

1963
Interstate Route 80 - ADV
Highway Lighting
Bergen-Passaic Counties

Trenton, April 25 - The New Jersey State Highway Department today announced it will receive bids May 16 on installation of highway lighting units on Interstate Route 80 in Bergen and Passaic Counties.

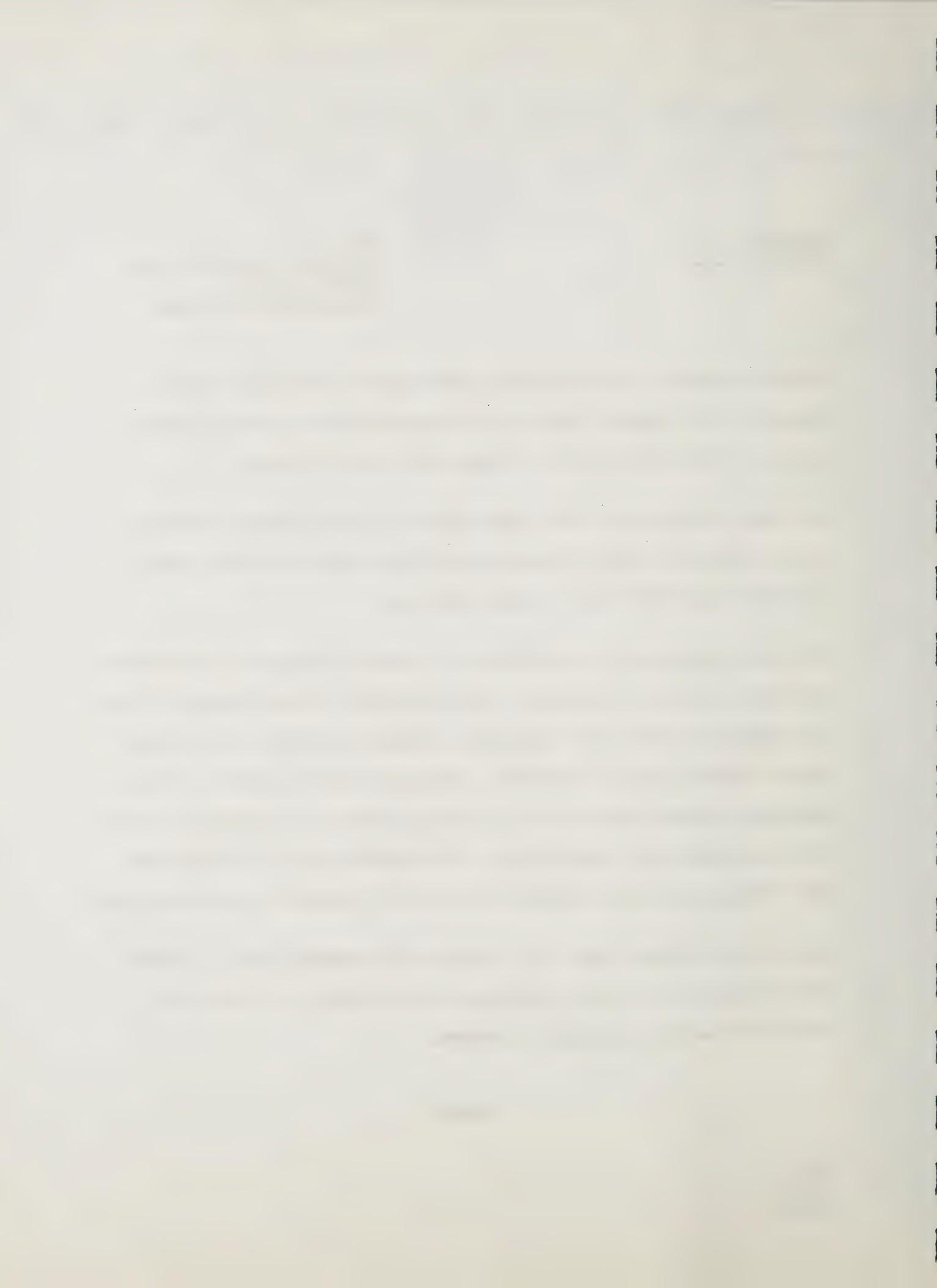
The nearly three quarter mile long project is located within a section of the interstate route now under construction between Lakeview Avenue in Paterson and River Drive in East Paterson.

Work will consist of the installation of roadway lighting and fluorescent underdeck lighting for bridges. Three separately metered ornamental roadway lighting systems, each containing a transformer substation and load center cabinets, will be installed. Extensions will be made to existing electrical conduit systems so that adequate power may be provided to them from the proposed new installations. Illumination will be provided from about 150 mercury vapor luminaires which will be mounted on aluminum poles.

Costs of the project, which will take about 100 working days to complete, will be paid by the Federal Government and New Jersey. All bids will be reviewed before a contract is awarded.

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NEW JERSEY

STATE HIGHWAY DEPARTMENT

Traffic Conditions Report

Bureau of Public Information
Trenton 25, New Jersey
TU xedo 2-3000

RELEASE FRIDAY APRIL 19

WEEK OF APRIL 20 - APRIL 26

Trenton, April 19 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of April 20 - April 26.

Atlantic

Route 9, Somers Point -- Minor delays to traffic during sanitary sewer construction.

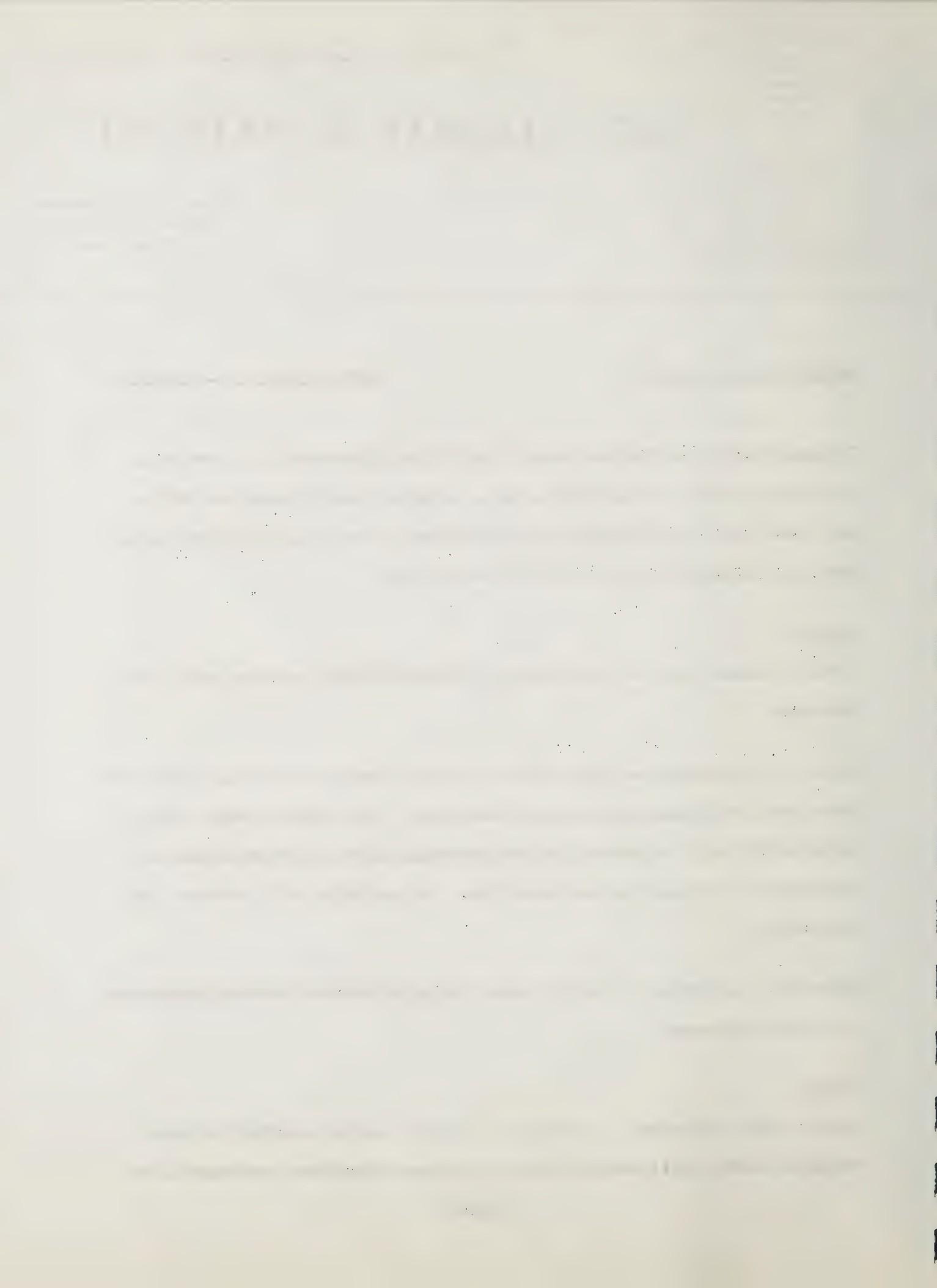
Route U.S. 30 Absecon -- There will be a short detour on Route U.S. 30 at the Shore Road during reconstruction of the bridge over Absecon Creek. Eastbound traffic will be detoured to the westbound side and movement will be restricted to one lane in each direction. The condition will continue for two months.

Route U.S. 30, Absecon -- Slight delays during bituminous patching operations on Absecon Boulevard.

Bergen

Route 3, East Rutherford -- Southbound Route 20 traffic desiring to reach westbound Route 3 will detour by way of Paterson Plank Road and Route 17 to

(more)



1963
TRAFFIC CONDITIONS REPORT

Bergen cont'd

Route 3. The condition will continue for about 6 months.

In the construction area west of the Hackensack River there will be occasional delays to traffic resulting from movement of construction equipment across the highway. The condition will continue for about 6 months.

Route 4, Fairlawn -- Traffic will be reduced to one lane during construction of a turnaround. No weekend or evening interference.

Route 46, Hasbrouck Heights and Teterboro -- Minor delays to traffic may be expected for the next week during resurfacing operations on the bridge and approaches carrying the roadway over the New Jersey and New York Railroad. The condition is the same as that which prevailed last week and it will continue for another week.

Route 80, Teaneck, Ridgefield Park, Bogota -- The detour at Teaneck Road between Arthur Street and Jasper Avenue will remain until October, 1963 and the detour at Queen Anne Road between Arthur Street and Cypress Avenue will remain until July, 1963. The condition is the same as that which prevailed last week.

North Avenue will be blocked off between Seventh Street and Second Street for an indefinite period. The condition is the same as that which prevailed last week.

(more)

1963
TRAFFIC CONDITIONS REPORT

Bergen cont'd

Route 80, Teterboro, Hackensack, South Hackensack -- Some minor delays due to topsoiling and general clean-up throughout the project in the area from 1000 feet south of the Hackensack and Lodi Railroad to the vicinity of Green Street.

Route 80, Township of Hackensack, Teterboro and City of Hackensack -- There will be slight delays to traffic on Hudson Street in Hackensack from Vreeland Avenue to Dock Street and on Huyler Street in South Hackensack from Florida Street to Virginia Street due to utility work being performed in this area. The condition will continue for about five months.

Route 80, Saddle Brook, Rochelle Park, Lodi -- There will be slight delays for the next two weeks at Market Street Overpass due to the pouring of concrete for bridge deck. During pouring of deck, Market Street is closed to traffic. Traffic is detoured from Market Street to Saddle River Road, to Railroad Avenue, to Rochelle Avenue, to Main and Essex Streets. The condition will continue for about 2 weeks.

Route 80, Lodi -- Minor delays to traffic during construction of Route 17 overpass. The condition will continue for about 2 weeks.

Route 95, Teaneck -- Fort Lee Road is detoured between Glenwood Avenue and the Overpeck Creek Bridge. Glenwood Avenue is detoured between Fort Lee Road and Cypress Street. The condition is the same as that which prevailed last week and it will continue until paving operations are completed.

(more)

1963
TRAFFIC CONDITIONS REPORT

Bergen cont'd

Route 95, Fort Lee -- Edgewood Road is cut off until the bridge is built over Route 95. The condition is the same as that which prevailed last week and it will continue until July, 1963.

Bergen-Passaic

Route 80, Paterson, East Paterson -- Traffic on Lakeview Avenue is now being detoured via Maryland Avenue, Trenton Avenue and Alabama Avenue to permit excavation operations to continue in a westerly direction.

Burlington

Route 130, City of Burlington -- On the north end of the project, both directions of traffic are routed to the southbound lanes. On the south end of the project, traffic is restricted to one lane northbound. The condition will continue for three weeks.

Route 295, Mount Laurel Township -- A detour will be set up to expedite the construction of Church Road at Route 295. Traffic will be guided by signs from the intersection of Church Road and Route 41 (Kings Highway) to Route 73 to Fellowship Road to the intersection of Fellowship Road and Church Road for the next 3 weeks.

Burlington-Camden

Route 130, Burlington, Edgewater Park, Delanco, Delran, Pennsauken, Cinnaminson -- Traffic will be restricted to one lane in each direction, northbound and southbound from Bridgeboro to the City of Burlington during weekdays but

(more)

1963
TRAFFIC CONDITIONS REPORT

Burlington-Camden cont'd

not on weekends. Construction activity is expected in the area from Bridgeboro to Riverton. The condition will continue until July, 1963.

Camden

Route 30, Ancora -- Minor delays during repairs to bridge deck.

Hudson

Route 3, Secaucus -- All traffic will be diverted to the eastbound roadway during construction on the westbound Route 3 approach to the Hackensack River Bridge. The condition will continue until the end of June.

Occasional delays to traffic in the area of the operations to widen the Turnpike Bridge while equipment moves in the construction area. The condition will continue until the end of the year.

Middlesex

Route 18, East Brunswick -- During construction of bridges north of Milltown Road and north of Cranbury-South River Turnpike there will be delays to traffic. The condition will continue until bridges are completed.

Route 287, Metuchen, Edison Township -- Main Street traffic will be diverted around the construction area until new Route 287 bridge is completed. Route 1 traffic should be restored to its normal pattern by the end of April, weather permitting, except in locations where resurfacing operations are taking place.

(more)

1963
TRAFFIC CONDITIONS REPORT

Monmouth

Route 9, Freehold -- Interference to traffic will result from trucks moving materials around the work area as well as from excavation operations.

Route 35 and 34, Wall Township and Brielle -- Restriction of traffic on Route 35 from Brielle Circle to School House Road. Traffic is restricted to one lane in each direction during construction of barrier curb. The condition will continue for 2 weeks.

Route 36, Raritan Township, Union Beach, Keansburg -- Slight interference to traffic at Waackaak Creek, East Creek and Flat Creek. The condition will continue until the end of the year.

Route 71, Springlake Heights -- Traffic will be reduced to a single lane in each direction during repairs to bridge deck.

Morris

Route 287, Parsippany-Troy Hills, Boonton -- Local traffic on Intervale Road, Parsippany-Troy Hills, will be detoured to relocated Boulevard "B" while the Intervale Road bridge is under construction. The condition is the same as that which prevailed last week and it will continue until May, 1963.

Somerset

Route 287, Bridgewater Township -- Traffic will be detoured to temporary North Bridge Street via 3rd Avenue and Lenox Avenue during construction of North Bridge Street bridge. The condition will continue for about 4 months.

(more)

1963
TRAFFIC CONDITIONS REPORT

Somerset cont'd

A detour on Routes U.S. 202 and 206 at the north end of the project will divert traffic to the west of the present roadway near Green Knoll Tavern. The condition will remain for 5 months.

Traffic is detoured on Route 202-206, on Woodlawn Avenue and on Garretson Road while the Woodlawn Avenue-Garretson Road bridge is being built. The condition will continue for about 4 months.

Gaston Avenue will be closed to through traffic. Traffic from westbound Route 22 will have to use Kinsey Road or Adamsville Road to get to Foothill Road or Somerville Road. The condition will continue for 5 months.

Talamini Road, which runs from Routes 202-206 to Country Club Road, has been closed temporarily while Talamini Road bridge is being built. The condition will continue for about 4 months.

Route 287, 202-206, Bedminster -- Minor interference expected while trucks cross the roadway.

Route 287, Bridgewater, Bedminster -- Cedar Brook Road is closed to traffic during construction of Interstate Route 287. An overpass will be constructed for Cedar Brook Road. The condition will continue for 2 to 3 months.

Route 287, Pluckemin, and Bedminster -- Occasional interference to traffic when construction equipment crosses Burnt Mills Road. Relocated Country Club Road will be opened weather permitting.

(more)

1963
TRAFFIC CONDITIONS REPORT

Sussex

Route 206, Frankford Township -- Traffic will be detoured around the construction area during construction of bridge approaches at the Paulins Kill River.

Union

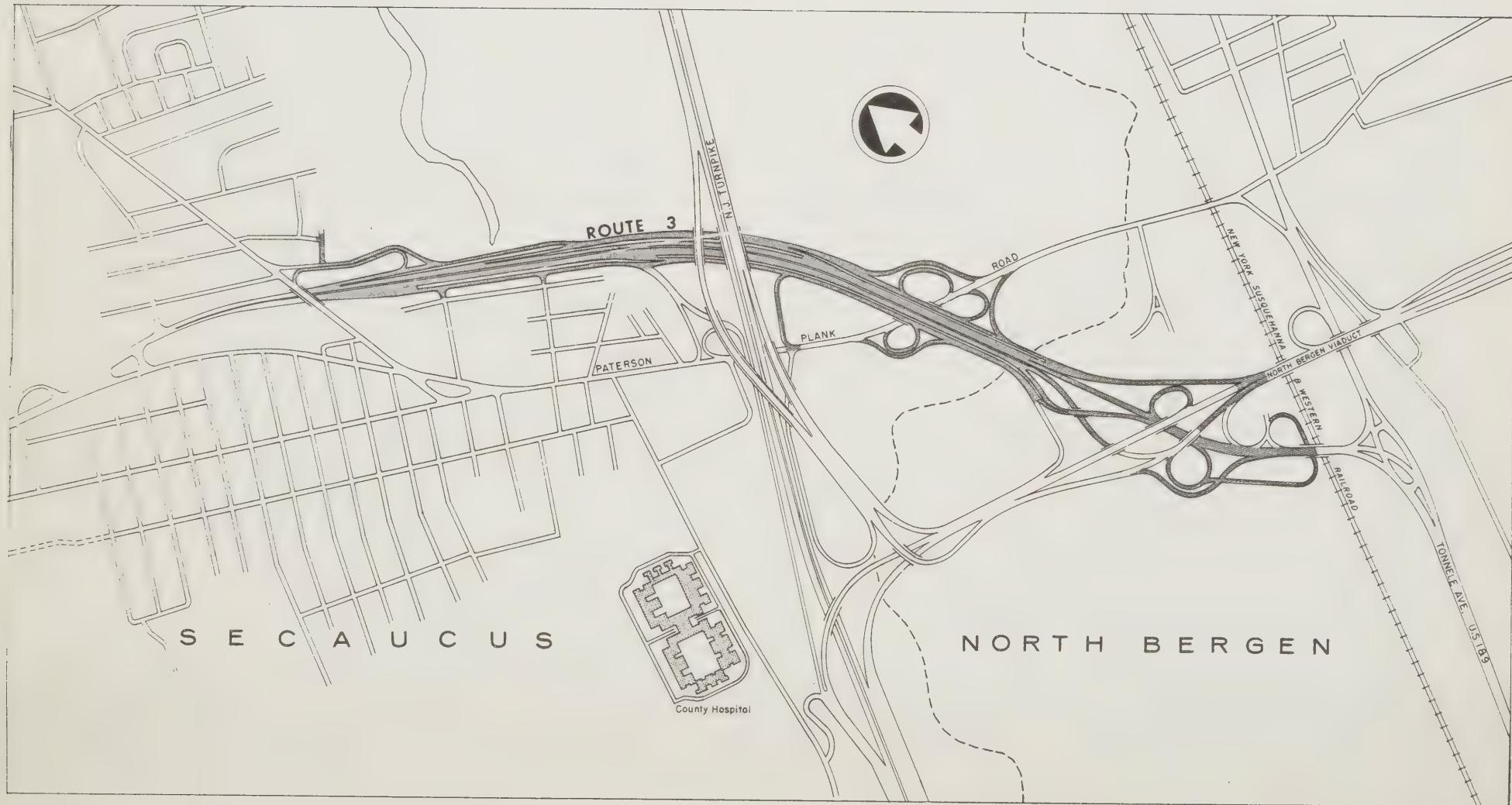
Route 27, Linden, Elizabeth, Roselle -- Slight interference to traffic during widening operations work on the southbound side near the Elizabeth City Line.

Route 444, Garden State Parkway -- Shoulder repairs being made on the northbound side in the vicinity of Central Avenue.

Warren

Route 24, Washington -- Minor delays during resurfacing operations. No evening or weekend interference.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - EXT. 431-432

IMMEDIATE RELEASE



1963

Route N.J. 3 - BIDS
North Bergen and Secaucus
Hudson County

Trenton, April 18 - The New Jersey State Highway Department today announced it received a low bid of \$3,999,950.23 from L. Zimmerman & Sons, Inc., Hillside, for the improvement of another section of Route 3 in North Bergen and Secaucus, Hudson County.

Other bidders on the project were: Mal-Bros Contracting Co., West Caldwell, \$4,138,176.66; Geo. M. Brewster & Son, Inc., Bogota, \$4,271,408.80; Public Constructors, Inc., Blackwood, \$4,291,254.81; S. J. Groves & Sons, Co., Woodbridge, \$4,396,342.38; Conduit and Foundation Corp., Philadelphia, \$4,418,058.25; Lizza & Sons, Inc., Oyster Bay, \$4,498,500.00; Franklin Contracting Co., Little Falls, \$4,531,069.94 and Poirier and McLane Corp., New York City, \$4,765,480.14.

The 1.7 mile project is one of a series intended to eliminate a bottleneck on this important artery which carries traffic from the Lincoln Tunnel.

Work will consist of dualization, resurfacing and the improvement of interchanges between the New York, Susquehanna and Western Railroad overpass westward to the Paterson Plank Road underpass.

Three lanes of traffic will eventually be carried in each direction, northbound and southbound, separated by a ten foot wide center island which will include white concrete barrier curb. Curbed grass island dividers of varying width will separate the main Route 3 roadways from service roadways which will be built adjacent to the main roadways on the north and south sides. The 2

(more)

1963
Route N.J. 3 - BIDS
North Bergen and Secaucus
Hudson County

lane service roads will carry one lane of traffic in each direction and will enable traffic from local streets to make connections to the highway.

An interchange will be built at the intersection of Route 3 with the New Jersey Turnpike which will enable traffic to make connections between Route 3, the Turnpike and Tonnele Avenue (Routes U.S. 1 and 9). A new structure will carry southbound traffic on Route 3 over Route 3 traffic connecting to the North Bergen Viaduct of the Turnpike.

The existing interchange at the intersection of Route 3 and the Paterson Plank Road, will be revised. Connections between the highway and the road will be made through new ramps and the adjacent service roads.

A connecting ramp to be built at the western limit of this project will permit Route 3 northbound traffic to connect with Paterson Plank Road and traffic from the northbound side of Paterson Plank Road to connect with northbound Route 3.

The surface of the reconstructed highway will be of bituminous concrete bordered by white concrete vertical curb.

Costs of the project, which is expected to be completed by March 1, 1964, will be shared by the Federal Government and New Jersey. All bids will be reviewed before a contract is awarded.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - EXT. 431-432



IMMEDIATE RELEASE

1963

Route 49 - BIDS
Penns Neck Bridge
Lower Penns Neck Township
City of Salem
Salem County

Trenton, April 18 - The New Jersey State Highway Department today announced it received a low bid of \$26,720.00 from Spearin, Preston & Burrows, Inc., New York City, on a project for repairs to the fender system of the Penns Neck Bridge which carries Route 49 across the Salem River in Salem County.

Other bidders on the project were: Arthur R. Henry, Inc., Northfield, N.J., \$39,922.00 and Foundations and Structures, Inc., Linwood, N.J., \$46,370.00.

Work will consist of the replacement of the 100 foot long timber fender system on the northwest side of the bridge as well as the construction of two new dolphins (timber pile clusters) on the south side to protect the end of the fender.

The original fender was broken off at the bed of the stream as a result of severe ice conditions this past winter.

Costs of the project, which will take about 35 working days to complete, will be paid entirely by New Jersey. All bids will be reviewed before a contract is awarded.

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NEW JERSEY

STATE HIGHWAY DEPARTMENT

Traffic Conditions Report

Bureau of Public Information
Trenton 25, New Jersey
TU xedo 2-3000

RELEASE FRIDAY APRIL 12

WEEK OF APRIL 13 - APRIL 19

Trenton, April 12 - The New Jersey State Highway Department, as part of a continuing service to the public, today issued a list of locations within the State where road construction and maintenance may cause interference to motorists during the week of April 13 - April 19.

Atlantic

Route 9, Somers Point -- Minor delays to traffic during sanitary sewer construction.

Route U.S. 30 Absecon -- There will be a short detour on Route U.S. 30 at the Shore Road during reconstruction of the bridge over Absecon Creek. Eastbound traffic will be detoured to the westbound side and movement will be restricted to one lane in each direction. The condition will continue for two months.

Route U.S. 30 -- Minor delays during repairs to the deck of the bridge carrying the highway over the railroad near Ancora.

Bergen

Route 3, East Rutherford -- Southbound Route 20 traffic desiring to reach westbound Route 3 will detour by way of Paterson Plank Road and Route 17 to Route 3.

(more)

1963
TRAFFIC CONDITIONS REPORT

Bergen cont'd

In the construction area west of the Hackensack River there will be occasional delays to traffic resulting from movement of construction equipment across the highway.

Route 4, Fairlawn -- Traffic will be reduced to one lane during construction of a turnaround. No weekend or evening interference.

Route 16, Hasbrouck Heights and Teterboro -- Minor delays to traffic may be expected for the next week during resurfacing operations on the bridge and approaches carrying the roadway over the New Jersey and New York Railroad.

Route 80, Teaneck, Ridgefield Park, Bogota -- The detour at Teaneck Road between Arthur Street and Jasper Avenue as well as the detour at Queen Anne Road between Arthur Street and Cypress Avenue will remain from 4 to 7 months. The condition is the same as that which prevailed last week.

North Avenue will be blocked off between Seventh Street and Second Street for an indefinite period. The condition is the same as that which prevailed last week.

Route 80, Teterboro, Hackensack, South Hackensack -- A temporary detour has been set up from the northbound Route 17 ramp to Mary Street thence to South Summit Avenue in the City of Hackensack. The detour will continue for about one week.

(more)

1963
TRAFFIC CONDITIONS REPORT

Bergen cont'd

Route 80, Township of Hackensack, Teterboro and City of Hackensack -- There will be slight delays to traffic on Hudson Street in Hackensack from Vreeland Avenue to Dock Street and on Huyler Street in South Hackensack from Florida Street to Virginia Street due to utility work being performed in this area. The condition will continue for about five months.

Route 80, Saddle Brook, Rochelle Park, Lodi -- There will be slight delays for the next week at Market Street and Main Street Overpass due to the pouring of concrete for bridge deck. During pouring of deck, Market Street is closed to traffic. Traffic is detoured by way of Rochelle Avenue, Railroad Avenue and Saddle River Road. The condition will continue for about one month.

Route 80, Lodi -- Minor delays to traffic during construction of Route 17 overpass. The condition will continue for about 2 months.

Route 95, Teaneck -- Fort Lee Road is detoured between Glenwood Avenue and the Overpeck Creek Bridge. Glenwood Avenue is detoured between Fort Lee Road and Cypress Street. The condition is the same as that which prevailed last week and it will continue until paving operations are completed.

Route 95, Fort Lee -- Edgewood Road is cut off until the bridge is built over Route 95. The condition is the same as that which prevailed last week.

Bergen-Passaic

Route 80, Paterson, East Paterson -- The detours on Lakeview Avenue will continue for another two months.

(more)

1963
TRAFFIC CONDITIONS REPORT

Burlington

Route 295, Mount Laurel Township -- A detour will be set up to expedite the construction of Church Road at Route 295. Traffic will be guided by signs from the intersection of Church Road and Route 41 (Kings Highway) to Route 73 to Fellowship Road to the intersection of Fellowship Road and Church Road for the next 3 weeks.

Burlington-Camden

Route 130, Burlington, Edgewater Park, Delanco, Delran, Pennsauken, Cinnaminson -- Traffic will be restricted to one lane in each direction, northbound and southbound from Riverside to Riverton during weekdays but not on weekends. Construction activity is expected in the area north of Bridgeboro. The condition will continue until early summer.

Hudson

Route 3, Secaucus -- Traffic will be diverted to the eastbound roadway during construction on the westbound Route 3 approach to the Hackensack River Bridge. The condition will continue for 3 months.

Occasional delays to traffic in the area of the operations to widen the Turnpike Bridge while equipment moves in the construction area.

Middlesex

Route 18, East Brunswick -- During construction of bridges north of Milltown Road and north of Cranbury-South River Turnpike there will be delays to traffic. The condition will continue until bridges are completed.

(more)

1963
TRAFFIC CONDITIONS REPORT

Middlesex cont'd

Route 287, Metuchen, Edison Township -- Main Street and Route 1 traffic will be diverted around the construction area until new Route 287 bridge is completed.

Middlesex-Union

Route 444-Garden State Parkway -- Repairs to the shoulders are underway adjacent to the northbound lanes in the vicinity of Central Avenue.

Monmouth

Route 9, Freehold -- Interference to traffic will result from trucks moving materials around the work area as well as from excavation operations. The condition will continue for one week.

Route 35 and 34, Wall Township and Brielle -- Restriction of traffic on old Route 35 in the construction area. Restriction of traffic on Route 35 from Brielle Circle to School House Road. Traffic is restricted to one lane in each direction during construction of barrier curb. The condition will continue for 3 weeks.

Route 36, Raritan Township, Union Beach, Keansburg -- Slight interference to traffic at Waackaak Creek, East Creek, and Flat Creek. The condition will continue until the end of the year.

Morris

Route 287, Parsippany-Troy Hills, Boonton -- Local traffic on Intervale Road, Parsippany-Troy Hills, will be detoured to relocated Boulevard "B" while the
(more)

1963
TRAFFIC CONDITIONS REPORT

Morris cont'd

Intervale Road Bridge is under construction. The condition is the same as that which prevailed last week and it will continue until May, 1963.

Somerset

Route 287, Bridgewater Township -- Traffic will be detoured to temporary North Bridge Street via 3rd Avenue and Lenox Avenue during construction of North Bridge Street bridge. The condition will continue for about 4 months.

Traffic is detoured on Route 202-206, on Woodlawn Avenue and on Garretson Road while the Woodlawn Avenue-Garretson Road bridge is being built. The condition will continue for about 4 months.

Gaston Avenue will be closed to through traffic. Traffic from westbound Route 22 will have to use Kinsey Road or Adamsville Road to get to Foothill Road or Somerville Road. The condition will continue for 6 months.

Talamini Road, which runs from Routes 202-206 to Country Club Road, has been closed temporarily while Talamini Road bridge is being built. The condition will continue for about 4 months.

Route 287, 202-206, Bedminster -- Minor interference expected while trucks cross the roadway.

Route 287, Bridgewater, Bedminster -- Cedar Brook Road is closed to traffic during construction of Interstate Route 287. An overpass will be constructed for Cedar Brook Road and should be completed some time in the late spring of

(more)

1953
TRAFFIC CONDITIONS REPORT

Somerset cont'd

1963. The condition will continue for about 6 months.

Route 287, Pluckemin, and Bedminster -- Occasional interference to traffic when construction equipment crosses Burnt Mills Road.

Sussex

Route 206, Frankford Township -- Traffic will be detoured around the construction area while the bridge is being built over Paulins Kill River. The condition will continue during construction of bridge approaches.

Union

Route 27, Linden, Elizabeth, Roselle -- Slight interference to traffic during widening operations work on the southbound side near the Elizabeth City Line.

Warren

Route 24, Washington -- Minor delays while manholes are reset. No evening or weekend interference.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - Ext. 431-432

IMMEDIATE RELEASE



1963

Fairview Ave. Extension - BIDS
City of Trenton
Mercer County
Federal Aid Secondary

Trenton, April 11 - The New Jersey State Highway Department today announced it received a low bid of \$346,319.10 from John W. Thompson Co., Trenton, on a Federal Government-City of Trenton-Mercer County project for the reconstruction of Fairview Avenue in the City of Trenton.

The only other bidder on the project was Albert E. Barrett, Trenton, \$360,457.60.

The project is located in the vicinity of the Pennsylvania Railroad Station between South Clinton Avenue and East State Street.

The new roadway will provide a link between East State Street and the Trenton-North-South Freeway in the area of the railroad station, thus reducing a downtown traffic bottleneck of long duration.

The new portions of the roadway will have 6 inches of subbase and 7 inches of bituminous stabilized base course. The entire roadway will be surfaced with 3 inches of bituminous concrete and will be bordered by concrete vertical curb. Concrete sidewalks will be provided.

A new portion of Fairview Avenue will be built beginning on the east side of South Clinton Avenue just opposite the Barlow Street intersection. The new roadway will be 46 feet wide and will carry 2 lanes of traffic in each direction, eastbound and westbound.

Barlow Street presently carries two way traffic between the North-South Freeway traffic circle and South Clinton Avenue. Traffic, controlled by a new signal installation, will move across South Clinton Avenue between Barlow Street
(more)

1963
Fairview Ave. Extension
City of Trenton
Mercer County
Federal Aid Secondary

and the proposed Fairview Avenue Extension. There will be no turning restrictions at this intersection.

Existing Fairview Avenue, located to the north of the proposed new Fairview Avenue Extension will be improved and will eventually serve to connect west-bound traffic on Fairview Avenue to northbound South Clinton Avenue. Traffic channelization will be provided to enable vehicles leaving the railroad station to reach northbound South Clinton Avenue through existing Fairview Avenue with minimum delay.

In the area of the proposed intersection improvement at Yard Avenue, the retaining wall protecting the embankment in the south side of the roadway will be raised two feet and lengthened about 80 feet to provide added protection. Along the entire length of the embankment on the south side of the roadway, guard rail and chain link fence will be erected to serve as a safety barrier for motorists and pedestrians.

Beyond the intersection with Yard Avenue, the Fairview Avenue Extension will be built on new alignment. The new 46 foot wide roadway will terminate at East State Street at a 5-point intersection which will include Chestnut Avenue and Wall Street.

The existing bridge carrying East State Street over Assunpink Creek will be widened by the County to accommodate Fairview Avenue on the south side and two lanes of westbound East State Street traffic on the north side.

(more)

1963
Fairview Ave. Extension
City of Trenton
Mercer County
Federal Aid Secondary

Chestnut Avenue and Wall Street will be made one-way streets in the direction away from the five point intersection at East State Street.

For the safety of motorists and pedestrians, traffic movement will be regulated at the intersection by sloping curbed medians, a traffic island, directional signs and a signal system. Parking in the vicinity of the intersection will be restricted.

Traffic moving northward on Fairview Avenue Extension will continue into eastbound East State Street or turn right into one-way southbound Chestnut Avenue.

Westbound East State Street traffic will turn right into one-way, northbound Wall Street or continue on through the intersection or turn left into southbound Fairview Avenue Extension.

Eastbound East State Street traffic will be able to turn right into southbound Fairview Avenue Extension or to continue through the intersection on East State Street.

Traffic on Fairview Avenue Extension desiring to reach westbound East State Street will be able to do so by traveling southward and making a connection through northbound South Clinton Avenue.

Portions of East State Street to either side of the intersection with Fairview Avenue intersection will be improved. Improvements on East State Street to

(more)

1963
Fairview Ave. Extension
City of Trenton
Mercer County
Federal Aid Secondary

the east of the intersection will end at the existing overpass bridge which carries the road over the railroad. Future plans include widening of the railroad bridge to accommodate increased traffic volumes.

The project, is expected to require 110 working days to complete. The N.J. State Highway Department, acting as agent for the Federal Government, will receive bids, award the contract, inspect the work and approve the completed job. Costs will be shared by the Federal Government, the City of Trenton and Mercer County. All bids will be reviewed before a contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXedo 2-3000 - Ext. 431-432



IMMEDIATE RELEASE

1963

Flemington-Whitehouse Rd.-ADV
Flemington Junction
Hunterdon County
Federal Aid Secondary

Trenton, April 11 - The New Jersey State Highway Department today announced it will receive bids May 2 on a project for the construction of a new bridge over the Lehigh Valley Railroad at Flemington Junction and the reconstruction of the Flemington-Whitehouse Road, Hunterdon County.

Recent industrial expansion in the area has created the need for increased highway capacity to accommodate truck and passenger vehicle traffic.

The .3 mile project consists of the construction of a new reinforced concrete bridge on steel beams over the Lehigh Valley Railroad adjacent to the existing bridge which is too narrow to meet needs.

Approaches to the new structure will be built consisting of a 5" thick macadam base topped by a 3" thick bituminous concrete surface bordered by concrete vertical curb. One lane of traffic will be carried in each direction, eastbound and westbound.

The existing bridge will be removed when traffic has been diverted to the new bridge.

On the east side of the new bridge a deceleration lane will be provided for eastbound traffic desiring to enter a new industrial plant at that location.

(more)

1963

Flemington-Whitehouse Rd.-ADV
Flemington Junction
Hunterdon County
Federal Aid Secondary

The intersection of Lehigh Reservoir Road, Bartles Corner Road and Flemington Junction Road lying west of the new bridge will be improved.

Costs of the project, which is expected to take 120 working days to complete, will be shared by the Federal Government, Hunterdon County and Raritan Township. The State Highway Department, acting as agent for the Federal Government, will receive bids, inspect the work as it progresses and approve the completed job. All bids will be reviewed before the contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - Ext. 431-432



IMMEDIATE RELEASE

1963

LINE PAINTING - BIDS
ALL COUNTIES

Trenton, April 11 - The New Jersey State Highway Department today announced that James W. McCormick of Mansfield, Ohio, was the only bidder on two contracts for repainting white traffic lines along the State Highway System.

A bid of \$55,927.06 was received for the painting of lines in the northern part of the State, while a bid of \$71,278.37 was received for the painting of lines in the southern part of the State.

Counties covered by the northern contract are Bergen, Essex, Hudson, Hunterdon, Mercer, Middlesex, Monmouth, Morris, Passaic, Somerset, Sussex, Union, Warren. A total of 1,250 miles of white lines will be painted within 30 working days with work starting July 15.

Counties in the southern contract area are Atlantic, Burlington, Camden, Cape May, Cumberland, Gloucester, Ocean, Salem and parts of Mercer, Middlesex and Monmouth. The contract will call for 1,517 miles of white lines to be painted in 30 working days with work starting September 4.

The contracts will call for painting lines 4 inches wide along the outer edges of the highway using white paint and glass reflecting beads. The combination greatly increases visibility at night and during fog periods. The reflective lines also reduce the accident factor by keeping vehicles within the driving lanes.

The bid on the 100% state-financed project will be reviewed before a decision is made on awarding the contract.

BUREAU OF PUBLIC INFORMATION
NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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RELEASE THURSDAY P.M.'S

1963

Route U.S. 46 - ADV
Passaic River Bridge
Montville Township
Morris County

Trenton, April 11 - The New Jersey State Highway Department today announced it will receive bids May 2 on a project for reconditioning the deck of the Route U.S. 46 Passaic River Bridge in Montville Township, Morris County.

Repairs will be made by first stripping the nearly 3 inch layer of bituminous concrete surface from the deck and then removing the top 2 inches of reinforced concrete from the 9 inch thick deck. A new reinforced concrete surface 6 inches thick will then be placed on the stripped deck to form a new riding surface for traffic.

The project is part of a Department program to restore structurally sound bridges that are in need of repair. The 284 foot long bridge, built in 1940, carries two lanes of Route 46 in each direction, eastbound and westbound, separated by a 16 foot wide median. The roadways are bordered by ten foot wide shoulders. The bridge deck is 80 feet wide between curbs. Sidewalks are provided.

To assure a minimum of traffic interference, a work schedule will be followed so that one lane of traffic will be provided in each direction of travel, except as follows:

For eastbound traffic, on Mondays, 2 lanes will be provided from 6 a.m. to 9 p.m. and from 4 p.m. to 6 p.m.; from Tuesday through Friday, 2 lanes will

(more)

1963
Route U.S. 46 - ADV
Passaic River Bridge
Montville Township
Morris County

be provided from 7 a.m. to 9 a.m. and from 4 p.m. to 6 p.m.; on Saturday and Sundays, 2 lanes will be provided from 3 p.m. to 12 p.m.

For westbound traffic, from Monday through Friday, 2 lanes of traffic will be provided from 7 a.m. to 8 a.m. and from 4 p.m. to 6 p.m.; on Saturday and Sunday 2 lanes of traffic will be provided from 9 a.m. to 2 p.m.

From 7 p.m. on the day preceding a legal holiday to 7 a.m. on the day following a legal holiday, 2 lanes of traffic will be provided in each direction.

Costs of the project, which will be completed by about August 16th, will be paid entirely by New Jersey. All bids will be reviewed before a contract is awarded.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - Ext. 431-432



RELEASE THURSDAY P.M.'s
April 11

1963
Right-of-Way
Route 202-69
Hunterdon County

Trenton, April 11 -- The New Jersey State Highway Department today announced it will soon acquire right-of-way needed for modernization of Route 202-69 in East Amwell and Raritan Townships, Hunterdon County.

Letters have been mailed to 50 land owners advising them their properties will be affected, and explaining the Department's procedures for purchasing the necessary ground.

The new right-of-way project is the second to get underway in the Department's current program to dualize the highway between Flemington and Ringoes.

It covers a 2.5 mile-long corridor, generally along the path of existing Route 202-69, between Ringoes, in East Amwell Township, and Conover Road in Raritan Township.

Work was started last September on acquisition of nearly 100 properties from Conover Road to the Flemington Circle, 3.3 miles north. Work should be ready to start soon on right-of-way along a one-mile section from Route 69 south to a point near Rocktown Road in West Amwell Township.

The entire 6.8-mile section covering the three projects was presented at a public hearing in June, 1960. The general plan calls for constructing a completely new section of dual highway, approximately two miles long, from the vicinity of Rocktown Road northerly to Larisons Corner, generally following a new parallel path south of the existing highway. Route 202 would cross

(more)

1963
Right-of-Way
Route 202-69
Hunterdon County

Route 69 about a quarter-mile south of the existing junction in Ringoes.

To finance the future construction, a total of \$3.5 million was allocated in the Highway Department's construction programs. Previous construction, costing \$4.7 million dualized 13 miles of Route 202 from Flemington to Somerville, where another project is now continuing the dualization to a connection with Interstate Route 287 and Route 206 north of Somerville.

Future construction will complete the dualization of Route 202 to Lambertville and complete the widening of Route 69 to Pennington. A 1.5-mile section of 69 was widened south from Ringoes in 1961 at a cost of \$250,000.

South of Pennington, the Highway Department's Master Plan calls for construction of a new Freeway to Trenton, and property acquisition has been started under a \$500,000 allocation in the Department's 1961 Construction Program.

A Department spokesman said the letters to the 50 owners in the Ringoes-Conover Road section also offers a new Relocation Advisory Assistance service to owners who reside on their properties, or who have tenants. This program is designed to aid them in finding new residences. Another part of the same service, available after the families or tenants move, will pay up to \$200 of their moving costs.

If a business must relocate because of highway construction, a moving cost payment of up to \$3,000 will be available. The spokesman added that the

(more)

1963
Right-of-Way
Route 202-69
Hunterdon County

Highway Department will contact those eligible for the services well in advance of their actual need.

In explaining the Department's property negotiation procedures, the spokesman pointed out they are similar to private-party transactions. He said the one main exception -- the state's obligation to buy the property in the public interest -- does not deprive owners of any rights other than exercising his choice not to sell.

The spokesman added that the letters of notice were the first step in the negotiation procedure. Next, the owners will receive a visit from a Highway Department representative who will list the property's features and history, and photograph the buildings. The next step will see Department Appraisers visiting the property, and the fourth phase will bring a Department negotiator to the owner to negotiate the sale of the property and complete the transaction.

If the owner exercises his right to reject the offer, a court-appointed three-man commission will set the fair market price. If the owner still thinks the price is not fair, he can appeal to the superior court, and the price will then be fixed by jury trial.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUXEDO 2-3000 - Ext. 431-432



ADVANCE FOR RELEASE
THURSDAY, APRIL 11

1963
STATE AID

Trenton, April 11 - The New Jersey State Highway Department today announced it has allocated \$519,000 in State roadbuilding aid to 73 municipalities in Gloucester, Camden, Cumberland, Essex and Salem Counties.

The aid was provided from one of five separate funds which have been authorized by the State Legislature to provide approximately \$16 million in aid to the New Jersey counties and municipalities each year.

Under the provisions of this particular aid source (Allotment Fund), the New Jersey State Highway Department annually receives applications from municipalities interested in constructing or reconstructing portions of their road and street systems. Allocations to each municipality requesting aid in this category are then reviewed with an eye to their relative need. Through this fund a total of \$100,000 is available annually to municipalities within each county.

The amount set aside for each municipality represents the State's 90% share in the total cost of the approved municipal project. Subsequent construction plans are reviewed by the State Highway Department which also provides inspection of materials and inspection of actual construction work.

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NOTE TO EDITORS: Complete project lists are attached.

ESSEX COUNTY

<u>Municipality</u>	<u>Name of Road</u>	<u>Amount</u>
Town of Belleville	Joralemon Street (Reconstruction)	\$ 5,000
Town of Bloomfield	Bay Avenue	5,000
Caldwell Township	Beverly Road	10,000
Caldwell Borough	Ryerson Avenue	5,000
City of East Orange	Cambridge Street	5,000
Essex Fells Borough	Fells Road	---
Livingston Township	East McClellan Avenue, Section 2	10,000
Maplewood Township	Ridgewood Road	12,500
Millburn Township	Brookside Drive	5,000
Town of Montclair	Walnut Street, Section 7	5,000
City of Newark	Dey Street	10,000
North Caldwell Borough	Gould Avenue, Section 4	---
Town of Nutley	Park Avenue	5,000
City of Orange	Park Street	5,000
Village of South Orange	Ward Place	12,500
Verona Borough	Claremont Avenue	5,000
West Caldwell Borough	Beverly Road	10,000
Town of West Orange	Hillcrest Avenue, Mt. Vernon Avenue, Edgewood Avenue, Old Indian Road, Section 2, St. Cloud Avenue	---
		\$ 110,000

SALEM COUNTY

<u>Municipality</u>	<u>Name of Road</u>	<u>Amount</u>
Alloway Township	Pierson Road	\$ 6,000
Elmer Borough	Center Street (Paving)	7,000
Elsinboro Township	Locust Avenue, Sections 1 & 2	4,000
Lower Alloways Creek Twp.-Silver Lake Road, Section 3		1,500
Lower Penns Neck Twp.	Church Street, Lakeview Avenue, Jenkins Avenue, Union Street, Section 2 (Paving)	9,500
Mannington Township	Mannington-Yorkstown Road (Bushtown Road)	4,000
Oldmans Township	Freed Road (Sparks Road)	5,000
Penns Grove Borough	Barber Avenue (Paving)	10,000
Pilesgrove Township	Cedar Lane, Section 2	7,000
Pittsgrove Township	English Road	8,500
Quinton Township	Gravelly Hill Road	6,000
City of Salem	Elm Street	8,500
Upper Penns Neck Twp.	Springfield Avenue	10,000
Upper Pittsgrove Twp.	Garrison Road, Section 2, (Elmer-Keens Corner Road)	7,000
Woodstown Borough	E. Millbrook Avenue, Section 3 (Paving)	6,000
	Total -	\$ 100,000

CUMBERLAND COUNTY

<u>Municipality</u>	<u>Name of Road</u>	<u>Amount</u>
Bridgeton City	Nichols Street & Colfax Street	\$ 10,000
Commercial Township	Brown Street	3,000
Downe Township	Roybin's Beach Road	10,000
Fairfield Township	Old Stage Coach Road	7,000
Greenwich Township	Ragged Island Road, Stock Road, Section 1, Bacon's Neck Road	4,000
Hopewell Township	Project to be determined	5,000
Lawrence Township	North Avenue, Lummiestown Road, Section 2	6,000
Maurice River Twp.	Menhayden Road	15,000
Millville City	Sassafras, Pine, Mulberry, Vine, Oak Streets	15,000
Upper Deerfield Twp.	Boyd Fox Road	5,000
Vineland City	Chestnut Avenue	<u>25,000</u>
	Total -	\$ 105,000

CIMDEN COUNTY

<u>Municipality</u>	<u>Name of Road</u>	<u>Amount</u>
Barrington Borough	Chesterfield Road	\$ 7,000
Bellmawr Borough	Creek Road, Section 3 (Paving)	10,000
Berlin Township	Harker Avenue (Paving)	4,500
Berlin Borough	Harker Avenue, Section 2	8,000
Brooklawn Borough	Second Street, Section 2	3,000
Lindenwold Borough	Elm Avenue	6,000
Mt. Ephraim Borough	Northmont Avenue, Section 3 & 4th Avenue	9,000
Rumneydale Borough	Oakland Avenue	10,000
Somerdale Borough	Terrace Avenue, Section 2	8,500
Stratford Borough	Union Avenue	10,000
Voorhees Township	Walnut Avenue (Drainage)	5,000
Waterford Township	West 2nd Street	6,000
Winslow Township	Flittertown Road	7,000
Wood-Lynne Borough	Woodlynne Avenue, Section 3	<u>6,000</u>
	Total	- \$100,000

GLOUCESTER COUNTY

<u>Municipality</u>	<u>Name of Road</u>	<u>Amount</u>
Clayton Borough	West Clayton Avenue	\$ 6,000
Deptford Township	Mail Avenue	6,000
E. Greenwich Township	Rattling Run Road, Section 2	5,000
Elk Township	Laux Road, Section 2	5,000
Glassboro Borough	Madison, Monroe Avenues	5,000
Harrison Township	Project to be determined	5,000
Logan Township	Coctown Road	5,000
Monroe Township	Blue Bell Street	5,000
National Park	Project to be determined.	4,000
Newfield Borough	Catawba Avenue	3,500
Paulsboro Borough	Billings Avenue	8,000
Pitman Borough	Laurel Avenue, Various Streets & Easement (Drainage)	5,000
Swedesboro Borough	Leahy Avenue	4,500
Wenonah Borough	N. Jefferson Avenue, Section 2, North East Ave.	8,000
W. Deptford Township	DuBois Avenue (Surface)	8,000
Woodbury City	Morris Street	9,000
Woodbury Heights Boro	Chestnut Avenue, Section 2	4,500
Woolwich Township	Back Creek Road, Section 3	<u>7,500</u>
	Total -	\$ 104,000

<u>Subject</u>	<u>Book Number</u>	<u>Title</u>
000.3		current mobility techn.
000.3		newsp.. Eng.
000.3		S. included ,back and gallblad
000.3		S. no longer ,back X-ray
000.3		several current (readable)
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000.3		(quantitative) current status
000.3		decreased activity
000.3		S. no longer ,current, significant
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